

THE COMMERCIAL MOTOR

FRIDAY, DECEMBER 15, 1961
ONE SHILLING

ENTHUSIASTIC RECEPTION *from operators, large and small* **COMMER 'WALK-THRU'**

RANGE OF PETROL OR DIESEL-ENGINED $1\frac{1}{2}$, 2 AND 3 TONNERS

**$1\frac{1}{2}$ & 2 TON
VANS**
with sliding doors
from £832

**$1\frac{1}{2}$, 2 & 3 TON
CHASSIS
AND CAB**
with 'jack-knife' doors
from £708



OPERATORS throughout the country have welcomed the new Commer 'Walk-Thru' range as the biggest advance yet in the field of 'stop-start' deliveries. Designed to ease loading and unloading, reduce driver fatigue, speed-up delivery rounds thus cutting costs and making life easier for you and your drivers. See your Commer dealer.

- * Wide, high, sliding doors
- * Low entry steps
- * Flat interior floor
- * Square flat-panelled body
- * Tip-forward driver's seat
- * 5'9" clear headroom
- * 350 cu. ft. loadspace
- * Large low-line windscreen
- * Kerbside windows
- * Steering column handbrake

CUT YOUR 'STOP-START' DELIVERY COSTS!

Backed by ROOTES Country-wide parts & service organisation

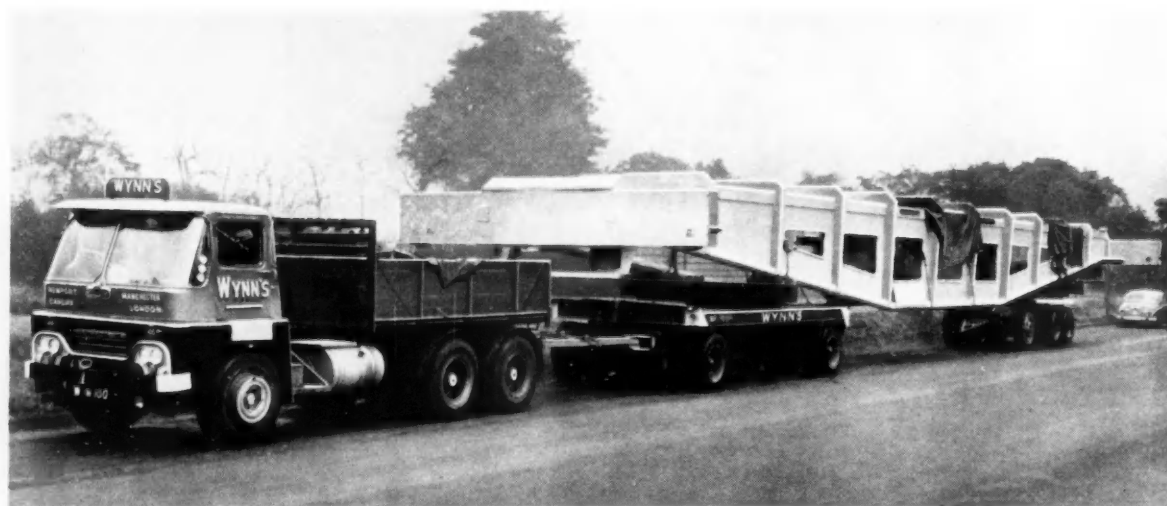
COMMER CARS LIMITED LUTON BEDFORDSHIRE

EXPORT DIVISION: ROOTES LIMITED DEVONSHIRE HOUSE PICCADILLY LONDON W.1.

GUY

means business

Under the ownership of Jaguar Cars Ltd., we are continuing to manufacture our range of 4, 6, and 8 wheeled goods vehicles to meet every haulage requirement.



For Robert Wynn & Sons Ltd., of Newport, Guy means BIG business. Wynn's operate over thirty Guy vehicles, and depend upon their ability to handle every kind of load with economy and reliability.

Illustrated is one of the Wynn's Guy Invincible 6-wheel tractor units complete with two bogies and hauling a 30-ton gantry measuring 18 ft. 6 in. wide and 95 ft. long.

GUY MOTORS (EUROPE) LIMITED
Wolverhampton. Telephone : 31241

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NOTE THE SALIENT FEATURES :—

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- ★ HEAVY DUTY FITTINGS ON DOUBLE STRENGTH STEEL BODY
- ★ 3/16 in. FLOOR FITTED AS STANDARD



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BW/MT/74

GREATER Albion OUTPUT BRINGS CHIEFTAIN PRICES DOWN



Impressive new factory expansion effects a big step-up in Albion's production—and cuts the price of the 7-ton Chieftain. From the 28th October 1961 all prices in the 7-ton range are down. For example, the popular CH3AN haulage model now costs only £1,606. And that means—spec. for spec.—the Chieftain has a price-edge on any other 7-tonner.

Look what it packs. A 94 b.h.p. diesel, renowned for its superb overall economy, which now incorporates improved cold starting with high specific fuel economy... a new-type starter motor designed for long, trouble-free life... robust water pump... fracture-resistant fuel piping... rubber-mounted dynamo. There's a new hydraulic clutch with extra thick liners and automatic take-up as liners wear... light steering control... heavy-duty 5 or 6-speed gearbox... hub reduction rear axle and easy-access cab which gives a comfortable, vibration-free ride and excellent all-round vision.

Write or 'phone for full details of the new-price Chieftain.

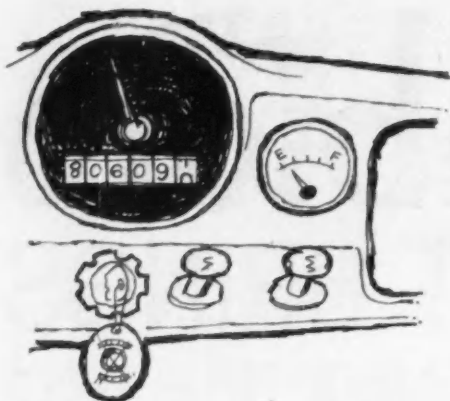
The 7 TON

CHIEFTAIN

ALBION MOTORS LTD.
SCOTSTOWN, GLASGOW

THE QUALITY TRUCK AT QUANTITY PRICE

SALES DIVISION: BERKELEY SQUARE HOUSE, BERKELEY SQUARE, LONDON, W.1. Tel: GROsvenor 6050



when the Mileometer creeps up and up
and the M.P.G. slips down and down



you need a

ROOTES REPLACEMENT ENGINE

NEW TRUCK PERFORMANCE AT LOW COST—QUICKLY

You can have new truck performance at low cost—new power, new lively acceleration and more miles per gallon by getting your Rootes dealer to fit a Rootes replacement engine—and, your van or truck is back on the road as quickly as possible.

NEW TRUCK PERFORMANCE—GUARANTEED

Your Rootes dealer simply lifts out the old engine and puts in another which Rootes have already completely rebuilt. They're precision engineered and tested—everything is guaranteed to work like new—in fact the working parts are new!

NEW SAVINGS AND NEW LIVELINESS REPAY THE COST

The moment you drive out of the garage you notice new smoothness and urge. And the increased miles per gallon quickly repays the outlay. But don't take our word for all this, call in at your Rootes dealer today and see for yourself exactly how little it costs to put new engine life into your vehicle.

COMMER • KARRIER

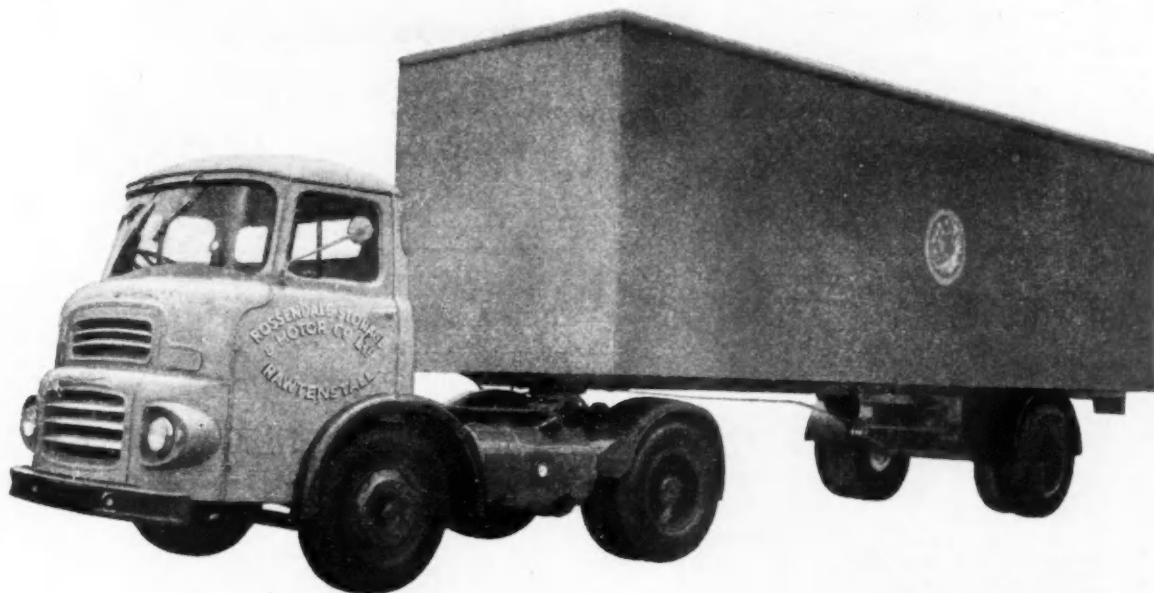
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ROOTES DEALER IS THE
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WITH FACTORY-TRAINED
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SPECIALISED TOOLS



HOMALLOY TRUNKER

Lighter and Lower than ever!



**Unladen weight 2 ton 14 cwt.
—check our price**

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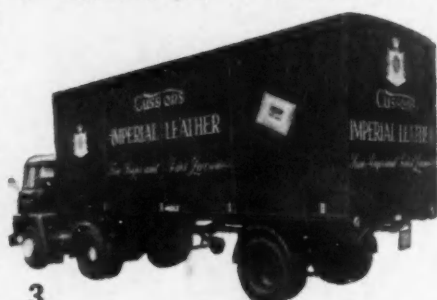
DURAMIN side-loading bodies have the essential quality of rigidity. It permits the doors to move back and forth freely when the vehicle is parked on the roughest ground. The doors are hung on specially designed roof rails as a further precaution against jamming.



1



2



3



4

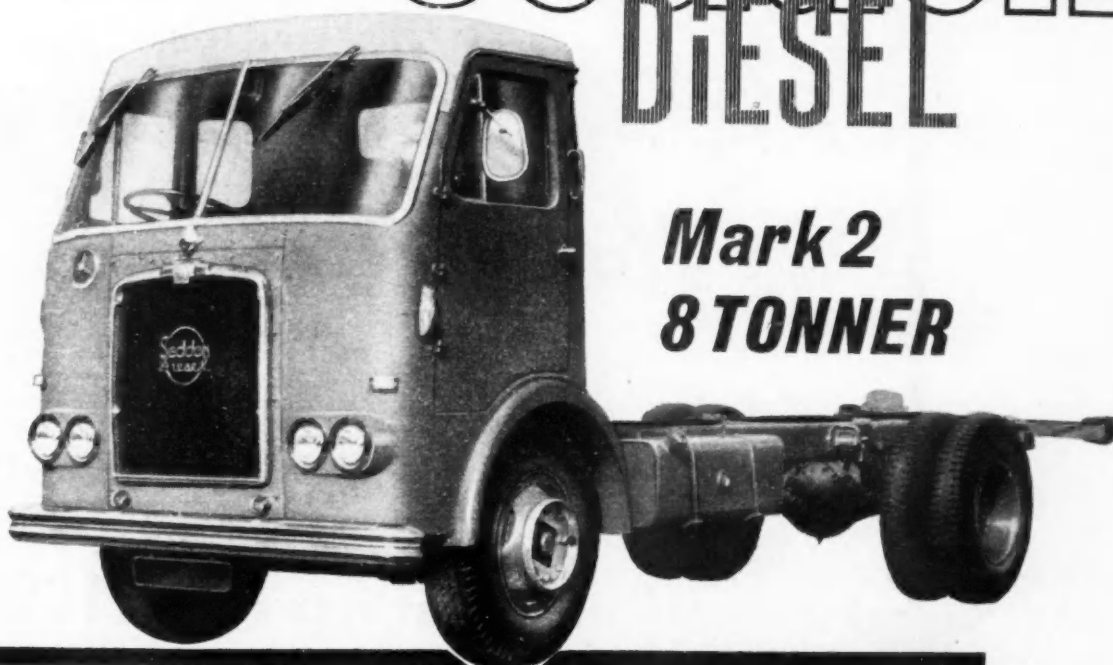
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Duramin
Regd.

Duramin Engineering Company Limited
Stonefield Way, Ruislip, Middlesex
Tel: Viking 3322 (5 lines). 'Grams: Duramin, Ruislip
also at Lydney, Gloucestershire. Tel: Lydney 208

- 1 Internal: 17' 7½" × 6' 11" wide; 5' 9" clear height at sides. Four sliding doors both sides; smooth top Duraplank floor. Full height roller-shutter at rear end.
- 2 Internal: 16' 2" × 7' 6" o.a. width; 6' 0" height to roof-rail. Special sliding doors in four sections each side—hung from the top; nylon slipper guides at bottom. Super heavy duty Duraplank floor, set ½" lower at centre than at sides. Full height roller-shutter at rear end. 6' × 4' fibreglass panel inset in roof.
- 3 22' 6" long sliding door body on a 10-ton B.T.C. semi-trailer chassis. Side-loading doors in four sections giving an uninterrupted opening of 21' 6". No rear opening. Duraplank Heavy Duty flooring.
- 4 Internal: 16' 4" × 6' 9" wide; 6' 0" height at sides. Standard Duraplank floor at 2½" slope to centre. Three sliding doors on either side. Roller-shutter and tailboard at rear end.

NEW Seddon DIESEL



Mark 2 8 TONNER

sets new standards in—

LOAD CARRYING: Eight wheel bases—from 9 ft. to 16 ft. 6 in. also 7 ft. wheel base tractor unit which can operate with 28 ft. 6 in. semi-trailer at gross train weight of 18 tons.

FUEL ECONOMY: Exhaustive road tests show 16.3 m.p.g. fully laden at 27.7 m.p.h.—unladen 22.1 m.p.g. at 29.2 m.p.h. From standstill 30 m.p.h. in 28.4 seconds

CAB COMFORT FEATURES: Lowline engine cowlings, 6 point anti-vibration mountings. Swing back and fold away engine bonnets. Fully adjustable driving seat with foam upholstery. Safety glass all round, zone toughened on driver's side. Grouped driving controls. Heaters and Demisters, etc. Twin headlamps available

CHASSIS FEATURES: Engine mounted lower to give roomier cab. engine and gearbox draw out through grille aperture. Shorter gear-change lever and improved handbrake. Large capacity axles, 5 in. rear brakes. Heavy duty rear springs and helpers—broader front springs. Carbon manganese high tensile steel frame 8½ in.

POWER UNITS: 370 with net power output of 110 b.h.p. at 2,400 r.p.m. or 354 net power output of 105 b.h.p. at 2,800 r.p.m. Five-speed gearboxes as standard, six speed available with 370 engine.



SPARES: Our Stores (with experienced Personnel) at Woodstock Factory (Telephone Manchester Main 6041) are open for supply of spares:—Monday to Saturday 8.00 a.m.—9.30 p.m. Sunday 10.30 a.m.—5.00 p.m.

SEDDON DIESEL VEHICLES LTD., WOODSTOCK FACTORY OLDHAM.



Details from the manufacturers, Seddon Diesel Vehicles Limited. Tel : Manchester MAIn 6041 (8 lines) or from your local Distributor.

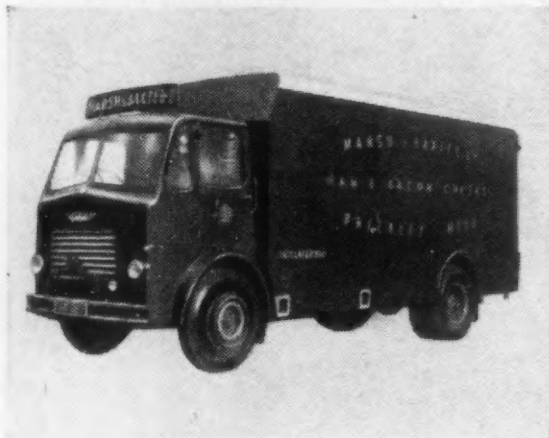
London Sales :—Halls of Finchley Ltd., Tel : Hillside 1044/9

London Service and Spares :—Arcadia Avenue, Finchley Central, N.3. Tel : Finchley 5908/9 and 0096

**TALKING
BOX VANS**

*"...The Bonallack
Metal Van Body
is the best you
can get..."*

BONALLACK CASE HISTORY NUMBER 59/11621



"There is no doubt about our opinion that the Bonallack bodies in the Marsh & Baxter fleet are giving us satisfaction and they look good on the road.

We reckon they convey the quality impression that is appropriate for what we make in our factories.

'Without a doubt' says our Transport Manager, 'the Bonallack metal van body is the best you can get for our work and conditions.' "

Photo . .

One of the Bonallack Light Alloy Insulated Vans operated by Messrs. Marsh & Baxter Limited.

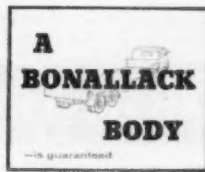
BONALLACK

ESTD. 1925

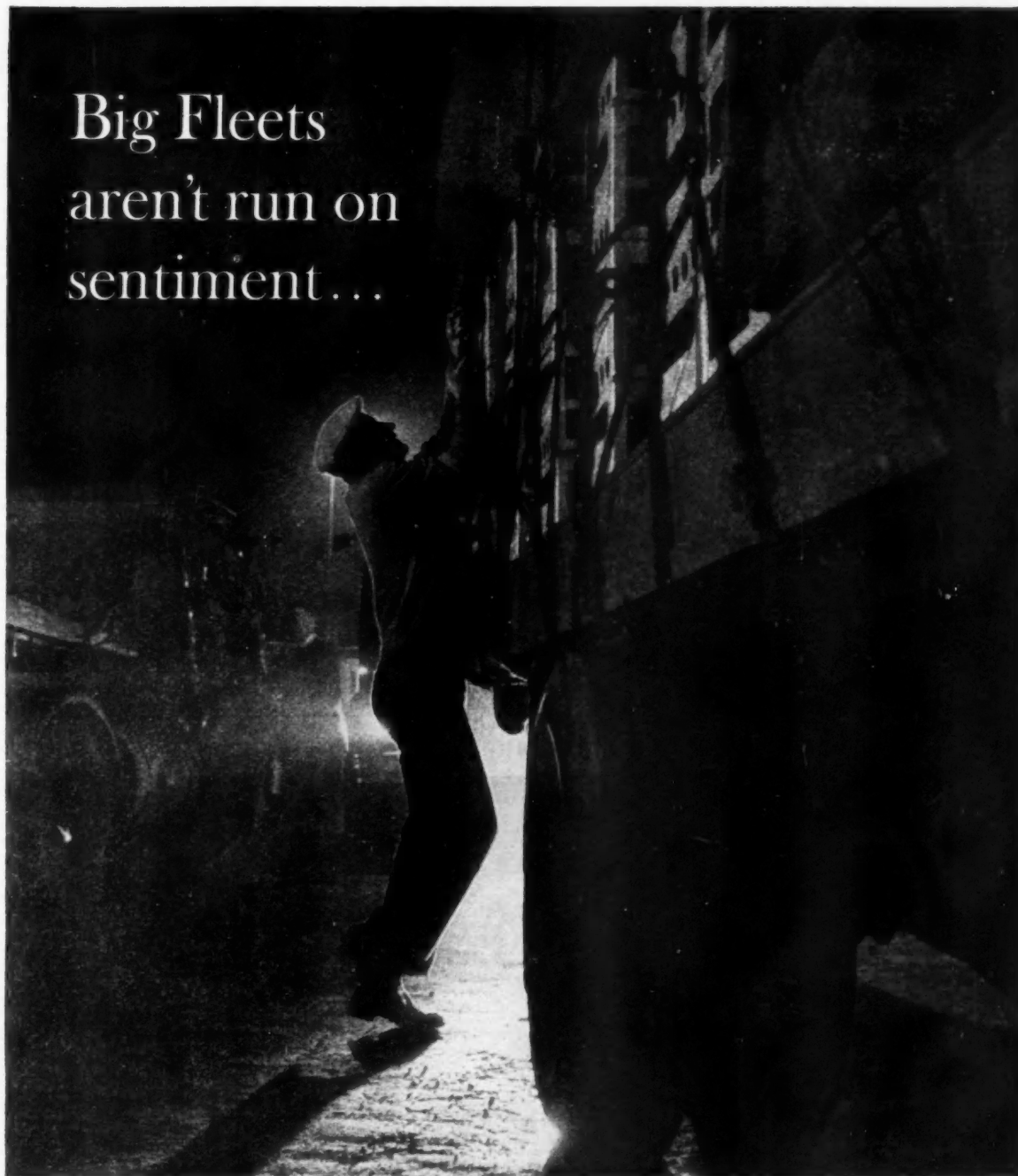
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aren't run on
sentiment...



DLJ. 921

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KHV HEAVY DUTY BATTERIES

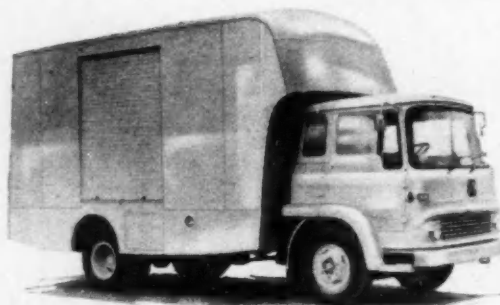
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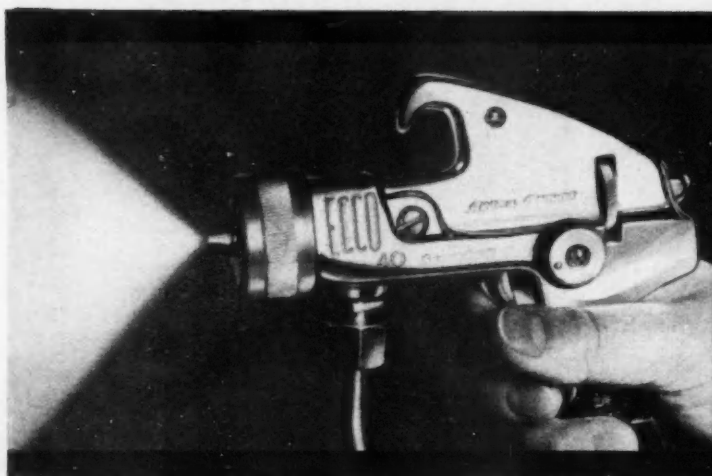
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using composite, light
alloy or light steel
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Atlas Copco ECCO 40—the finest spray gun on the market

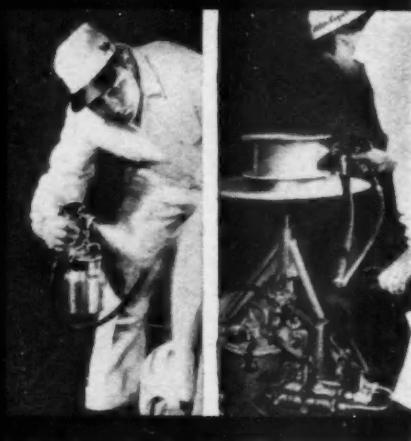
Only superlatives will describe the Ecco 40. It's the finest spray-gun you can buy! Suitable for applying any kind of paint or lacquer, it gives perfect atomization whatever the flow or fan width. Pressure loss is negligible and the high velocity and large air and fluid ducts give the gun an unequalled capacity—25 to 30% greater than any other spray gun on the market. The Ecco 40 is light—only 21 ounces—and couldn't be simpler to operate. It fits snugly into the hand so that the fluid and fan controls can be adjusted with a flick of the thumb.

WRITE FOR THE LEAFLET

Leaflet E1186 gives full details of the Ecco 40 spray gun. Write for a copy to your local Atlas Copco Company, or agent, or to the address below.

ATLAS COPCO (GREAT BRITAIN) LIMITED

Maylands Avenue, Hemel Hempstead, Herts. Tel: Boxmoor 6040
Sales and Service Depots at: LONDON • BRISTOL • CARDIFF • LICHFIELD • LEEDS
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Ecco 40 spray gun fitted with cup for suction feed.

Ecco 40 spray gun pressure-fed from an Ecco hot-spraying unit.

Atlas Copco

puts compressed air
to work for the world

Taskers *Automatic* COUPLING

DOUBLE D-S SAFETY

- ★ Well designed on sound principles with Taskers quality workmanship
- ★ Two capacities — for semi-trailers 6-12 tons and 3-5 tons payload
- ★ Either portion will couple-up with other well known makes of automatic gear
- ★ Can be operated with all widely used prime movers and any make of semi-trailers within the capacity.

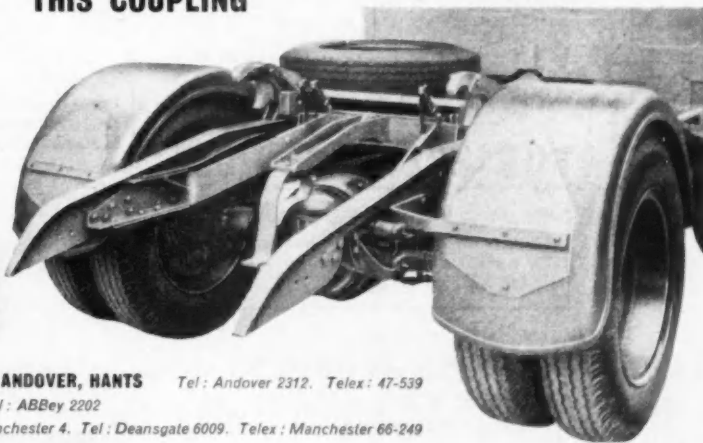


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OF TASKERS
SEMI-TRAILERS
INCORPORATES
THIS COUPLING**

Covered by world patents, the Double Safety features of Taskers D-S Coupling includes two positive safety locks and auxiliary support legs for the trailer portion, which positively prevent any risk of collapse. It also incorporates replaceable king-pin and handbrake with spring-loaded ratchet to prevent accidental release. The prime mover portion is fitted with downward operating coupling hooks completely securing the load rollers, which cannot escape accidentally. Double locks are incorporated on coupling cams and an automatic safety catch is fitted to the release lever. Brake movement ratios match-up with other makes of couplings, where applicable.

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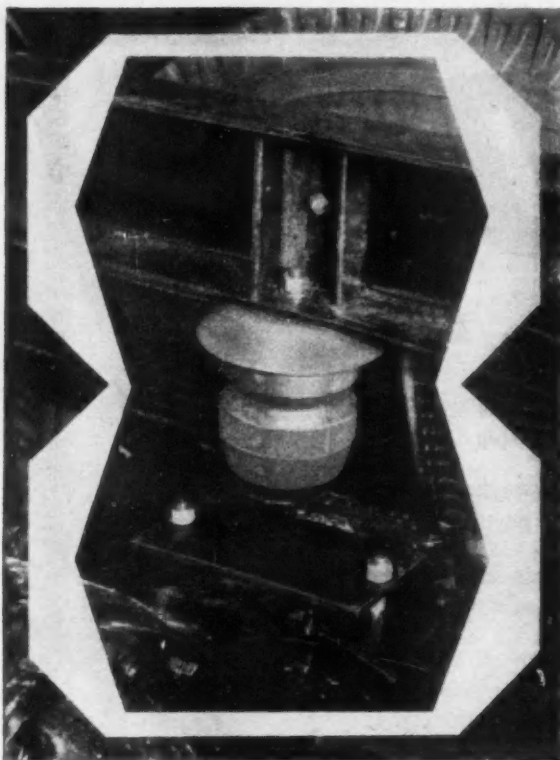


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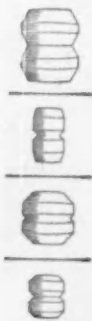
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A.E.C. - Albion - Bedford (now for Bedford TK model) - B.M.C. - Commer - Dodge - Ford - Land-Rover - Leyland.

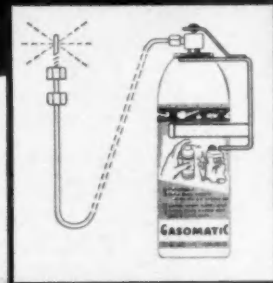
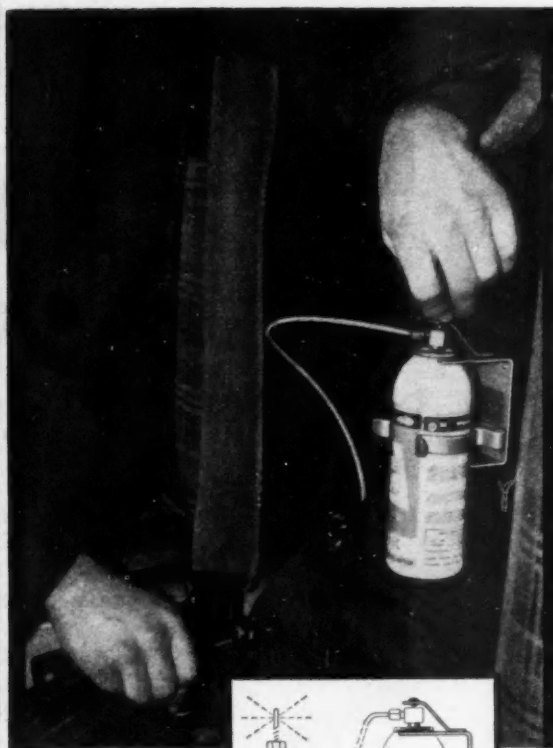
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AEON PRODUCTS (LONDON) LTD

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A12



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- ★ EASY STARTING IN ALL WEATHERS
- ★ SAVED YOUR BATTERIES
- ★ LUBRICATES THE UPPER CYLINDER
- ★ REDUCES CRITICAL WARM-UP PERIOD
- ★ REDUCES BORE WEAR

Gasomatic Unit No. 21 is a remote control for use with Gasomatic high efficiency Starting Fluid. At the touch of a button the mixture of hydrocarbons, upper cylinder lubricant and anti-corrosive agents is added to the normal mixture of fuel and air. The enriched mixture gives instant ignition when sparked or compressed—thus serving both petrol and diesel engines. Diesels don't need cylinder or manifold heaters. Starting on time means delivering on time, contracts and orders efficiently executed, not forgetting the gratitude of your drivers.

Gasomatic Unit No. 21 costs 19/6d. the Standard Can of Gasomatic costs 16/8d. Simple fitting instructions are supplied.

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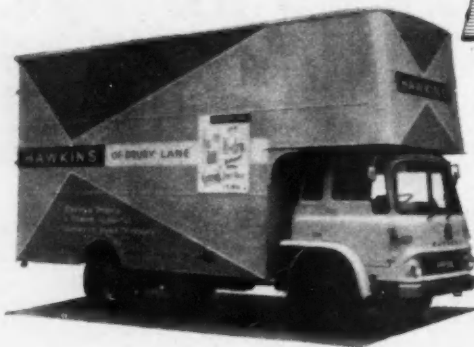


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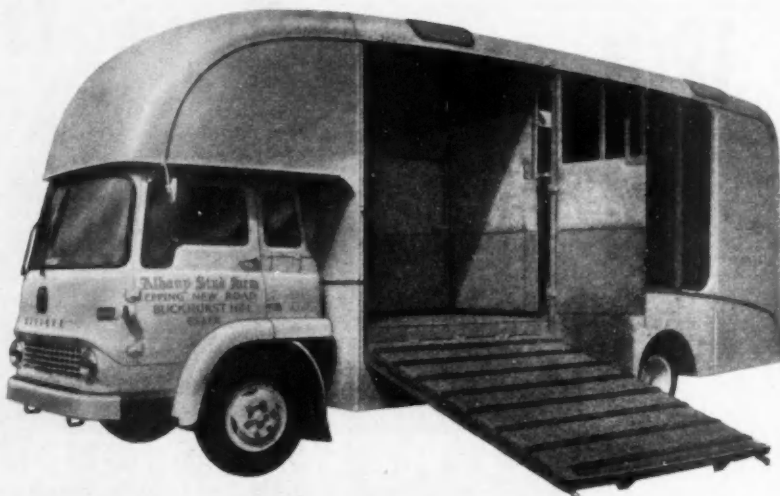
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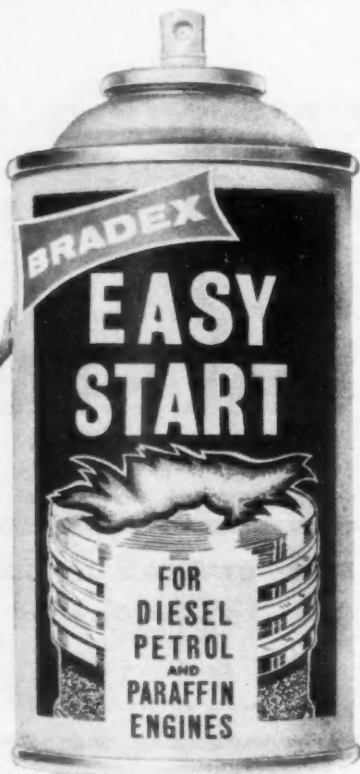
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THE NEW LEYLAND COMET MODEL CS3/1R Chassis/Cab fitted with Edbro B & E Model 4 LNX Tipping Gear. Double dropside panelled type tipping body, and extras to customers' requirement.

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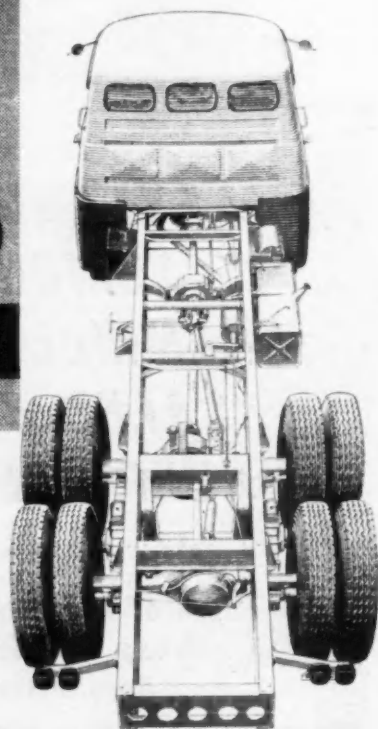
AWD

ENQUIRIES TO

ALL WHEEL DRIVE LIMITED

The AWD 6x4 is not a conversion, but is jointly manufactured by the Ford Motor Company and All Wheel Drive Ltd. The truck incorporates as many standard Ford items as possible, plus Heavy Duty components, Chassis Frame, Bogie Unit, Transfer Box and other items supplied for 6-wheeler applications by All Wheel Drive. 2 speed ranges are incorporated as standard to provide the correct speed for road or site.

or from your local FORD main dealer



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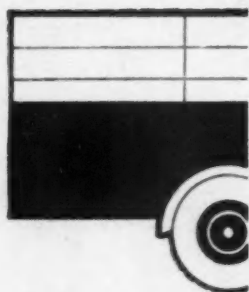
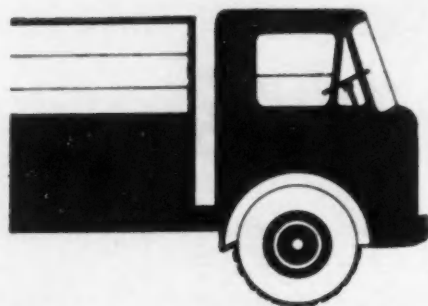
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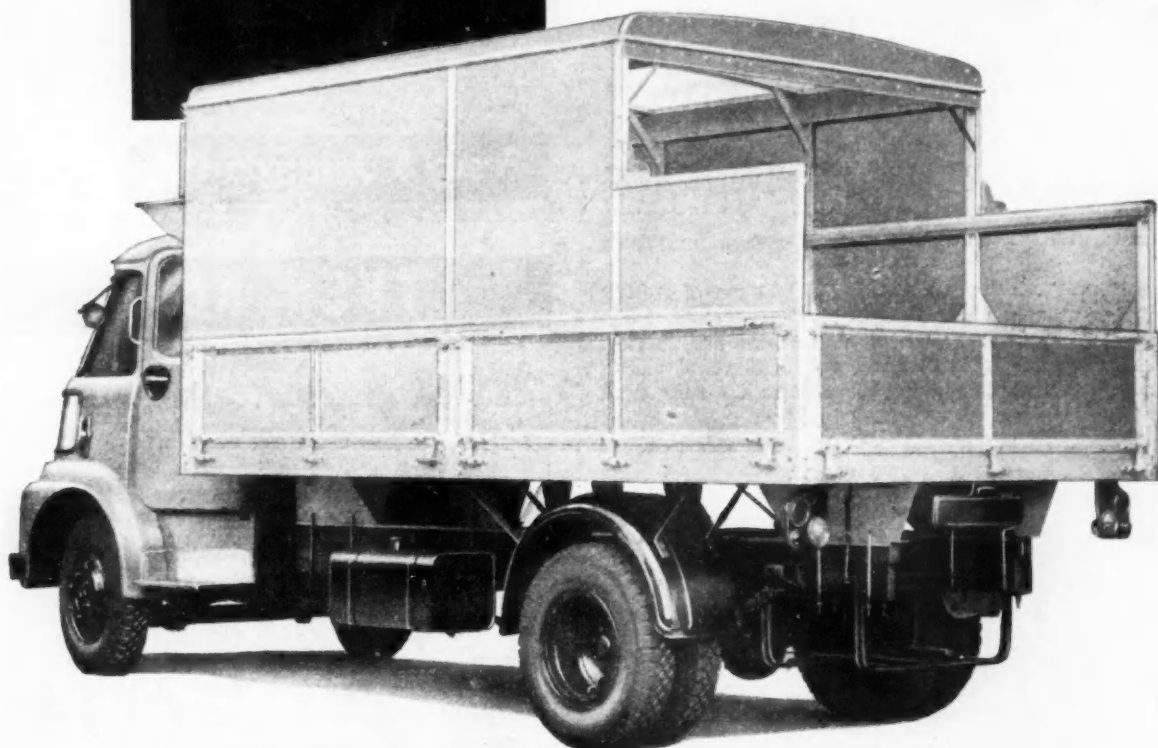
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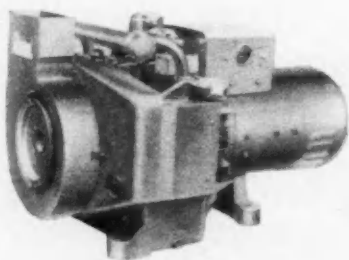
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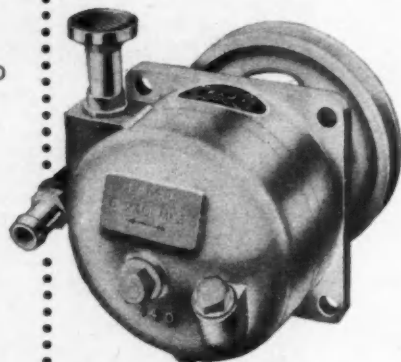
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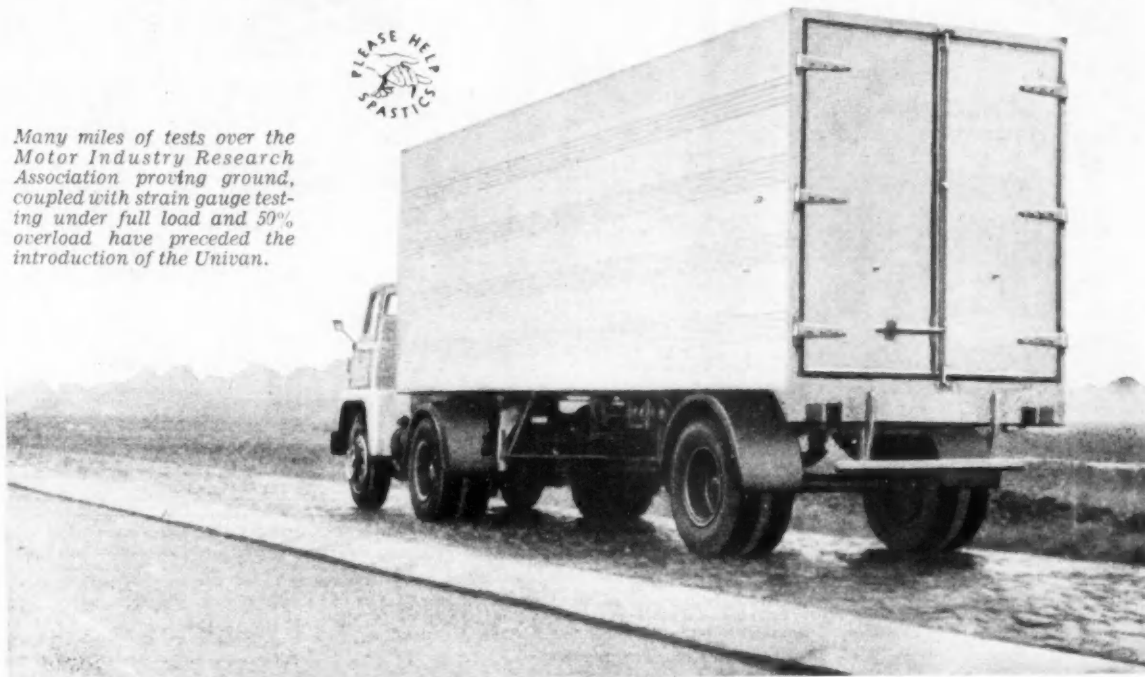
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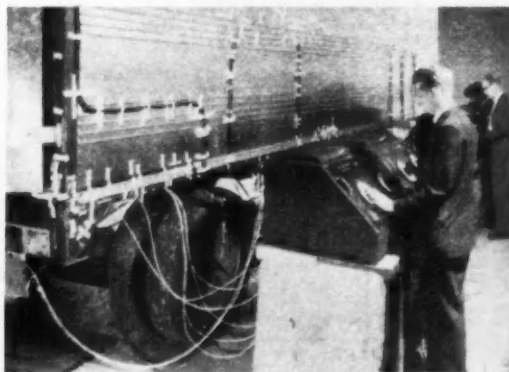
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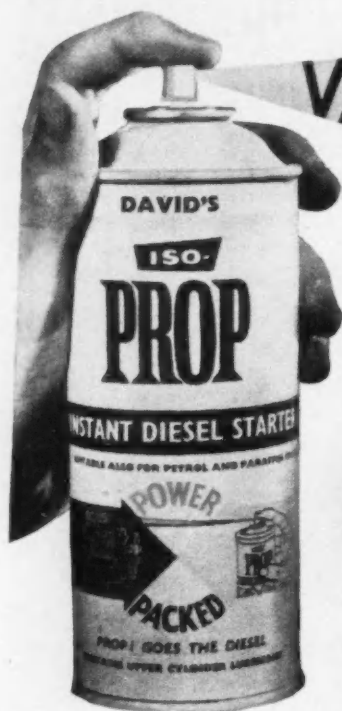


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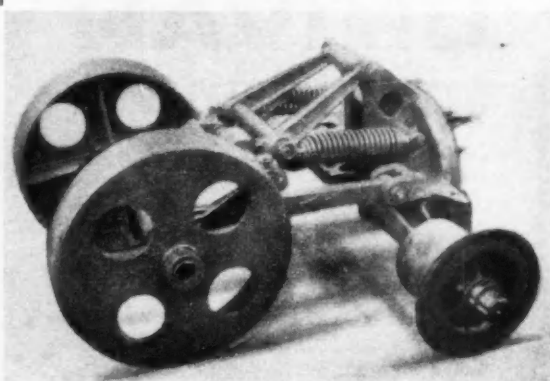
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Unwelcome Proposal

DURING the Second Reading of the Road Traffic Bill in the Lords last month, Lord Chesham gave a warning that the Government proposed to provide powers in that Bill for local authorities outside the Metropolitan Police District to impose experimental traffic orders, for periods of up to three months, without Ministerial approval. The Government would do this, he said, by means of an amendment to be introduced at the Committee stage. This amendment did not appear. Does this mean that the Government intend to introduce the amendment while the Bill is before the Commons?

Within the Metropolitan Police area, such powers already exist in relation to experimental periods of up to six months. However, the Metropolitan Police are rather more responsible than some local authorities. It would be unfair to suggest that, given these proposed powers, every local authority in the country would immediately go berserk and ban goods vehicles all over the place, but there is already ample evidence that local authorities, however well-intentioned, can propose bans that would completely upset the carefully ordered delivery plans of goods vehicle operators. It has happened time and time again—always when the local authority has failed first to consult the road transport operators concerned.

On the whole, Mr. Marples and his Ministry of Transport do an extraordinarily good job on behalf of road transport operators. But in this proposal—if they go ahead with it—the Ministry will be trying to give effect to something that is inconsistent with their previous legislation, which allows for the protection of a public inquiry if it is called for. No one would suggest that local authorities are deliberately malicious when they suggest impossible bans, but it does seem reasonable to ask that the operators of the vehicles under discussion should be consulted by the local authorities right at the start. A lot of unnecessary ill-feeling can thus be avoided.

Operators' trade associations have a fine record for statesmanlike attitudes when consulted in this sensible fashion. Alternatively, if the Minister does not feel that he can write into his amendment the need for consultation with operators, he should at least insist on Ministerial approval of such experimental schemes. He could then be the intermediary between planners and operators. If he does not like either of these suggestions, then he should exclude loading bans from his proposals.

Short Notice

ALL responsible road users are in agreement that the periodic testing of vehicles is both reasonable and necessary. But it should be administered with some regard to its practical application. *The Commercial Motor* does not consider such regard was given when the Motor Vehicles (Tests) (Extension) Order, 1961 (S.I. 1961 No. 2256), was issued. The Minister announced on September 28 his intention to reduce the 10-year period to seven years, from December 31. Although he signed the Order on October 20, it was not approved by the Commons until November 20.

All goods vehicles with an unladen weight up to 30 cwt. have to be tested by December 31. As the vast majority of these vehicles are small vans employed to the maximum on retail Christmas deliveries, the timing of this Order was inconsiderate, to say the least. Additionally, with the deduction of week-ends and Christmas Day and Boxing Day, the number of actual testing days remaining (even if it were convenient for the operator to take the vehicle off service) is unreasonably small.

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NEXT WEEK

- Maintaining Handling Equipment
- Well-known Van Road Tested

Albert William

THE TYPICAL "Bristol" sign at the entrance to the Brislington works of Bristol Commercial Vehicles—every Bristolian knows it: that script is today part of Bristol's tradition—flooded my mind with memories of long ago. Memories of an insignificant hangar in a Patchway field, all there was in 1910 (or was it 1911?) of the Bristol Aeroplane Company, a sign, so Bristolians said, that Sir George White, who had run the Bristol Tramways and Carriage Company so successfully, had now gone off his head; of Bristol trams, which ambled slowly through the suburbs to terminate inevitably at the Tramways Centre; of the first buses, those solid-tyred, high-off-the-ground vehicles which crashed their way over a few experimental routes; of the first taxis, too, Renaults among others, with noble brass lamps, no windscreen and a frightful stink of petrol; and, of course, of the ancient historic city itself, now, alas, no more.

The trams have vanished, destroyed in the air raids. The Bristol Tramways and Carriage Company has also undergone a metamorphosis. Tillings buses still use the same City terminus that I knew so long ago, though. The Bristol Aeroplane Company sprawls over Filton and Patchway. The old "Bristol" script is in evidence in most, if not all, of the transport. Certainly it is ubiquitous at the Bristol Aeroplane Company. And, as I have said, it is prominent at the gates of Bristol Commercial Vehicles, Ltd.

So A. W. Hallpike, director and general manager, is therefore in the line of a great tradition, though not a Bristolian but a lively product of what, when he was born, was virtually on the fringes of London and is now very much part of it: Hackney or thereabouts. I'm not sure he has a right to be regarded as even an adoptive son of Bristol. Today he lives in the semi-rural peace of

Bird's Eye View

By The Hawk

Keeping Up With the Joneses

I HAVE been hearing some distressing stories lately about crankshaft failures in diesel engines, and it appears that the cause of the trouble can be divided between motorways and the more powerful engines now being fitted in British heavies. Apparently there are operators who run new and old vehicles in tandem and, being gregarious by nature, the drivers like to stick together.

This is all right for the fellow in front with the powerful engine, but the tail-end Charley—doing his own version of "keeping up with the Joneses"—has to do some pretty nifty work with strong springs and pennies to "adjust" his engine governor to enable him to keep up. Hence the broken crankshafts—and a big bill for the vehicle owner.

Operators would do well to bear this in mind and should try to keep their "convoys" down to vehicles of one type and power.

Recalled to Mind

"DO you remember making an application to increase your B licence radius from 15 to 150 miles," asked B.T.C. solicitor.

"No, I never did," said the applicant. "I've never wanted to go that far, never."

"Never?" queried the solicitor. "No, sir."

"But you did," interposed the L.A. "Here is the form in your own handwriting."

A28

"Ah, well, I must have made a mistake and dropped a nought after the 15."

"But you added the words 'unrestricted mileage or' before the 150 . . . and in your own handwriting, too."

"Well, fancy that, and me never remembering it either."

Abnormal User?

"WHAT is the Ministry going to do about Croydon Airport?" inquired Mr. D. I. R. Muir, the Metropolitan Licensing Authority.

"Well, it is doing very well already. It is making far more money than it ever did when it really was an airport," said the witness. "They've just had our place painted throughout. It looks as though we might remain there for anything between three and 10 years more."

An example, no doubt, of this "abnormal user" that we hear so much about in the traffic courts.

Pennies Please

THERE must be numerous occasions when drivers have to make reverse-charge telephone calls to their depots, this method dispensing with the need to carry pocketfuls of pennies, sixpences and shillings. How annoying, therefore, to find that four pennies are needed in the coin boxes of the public telephones at the M1 Newport Pagnell service area before the

Hallpike

Personality of the Week



Makes vehicles for the B.T.C.—Mr. A. W. Hallpike.

Saltford, between Bristol and Bath, on the tranquil Avon. I wouldn't call him a typical countryman, however, in spite of an apple-like complexion. I would say he is essentially a City man, of Pickwickian appearance, who delights in the country so long as it isn't too far from town.

He always wanted to be an engineer. "I like anything that moves; provided it's engineering," he told me. So he was indentured to the London General Omnibus Co. and spent his days fitting, turning, on general overhaul, testing and running repairs. Until 1918, that is; for though the war was nearing its end men were still being called to the colours and young Bill had to interrupt his engineering to join the infantry. They made him a sergeant, too.

It was not until 1920 that he was able to return to his apprenticeship. But return he did—to the Associated Equipment Company, with whom L.G.O.C. were associated, he having won the L.G.O.C. Apprentices' Prize. He was also able to extend his training period to compensate for the time he had spent soldiering. He won another prize, did this promising lad—the A.E.C. Apprentices' Prize which led to his transfer to the design office. Here he appears to have found his métier, for he was retained for the next

two years, from 1923 to 1925, and was immersed in design of all units of various types of commercial vehicle.

Next we find him in the design office of the Associated Daimler Co., Ltd., still designing, of course, until he progressed to supervising the erection of experimental commercial vehicles at the Daimler Works, Coventry.

In 1928 he was commercial vehicle liaison officer between the Daimler Co., Coventry, and the Associated Daimler Co., Southall, and in the same year was appointed bus engineer to the Daimler Company. This appointment gave him valuable opportunities of seeing what went on in many different departments and also what happened outside. For the job involved liaison between shops and drawing office, technical advice to sales and service, outside technical service, experimental work and inspection of returned material and, perhaps most important of all, travelling all over Central Europe on technical service.

Up to Scotland he went in 1931 as General Manager of the Daimler sales and service depot there. He remained north of the Border for some three years during which time he patented "Specification 487,951—Automatic Gear Change."

Call of Coventry

But Scotland in this instance was unable to retain an active Sassenach brain. Coventry called. So, as assistant general manager of the bus department, he travelled south once more. Which takes the story to 1936 when promotion came once again. In September of that year he became production control superintendent of the Daimler Company, controlling issue of purchase requisitions, progressing orders and with general responsibility for production, the issue of orders on works, shop progress and so on. The crux of this particular set of occupations is that he had first of all totally reorganized the system. He certainly carved out an important job for himself and, what is more, his gift for shouldering tough tasks all on his own led to his reporting solely to the managing director.

The second war took the first-war sergeant to de Havilland Aircraft Company, Stag Lane, where he became production control superintendent of the Engine and Propeller Division. But not for long. The commercial-vehicle industry could not afford to lose him to aeroplanes, however important they were in 1942. He joined Dennis Brothers in that year and with them he remained until 1950, when he went to the West Country and to Bristol Commercial Vehicles.

Though production of vehicles at his works is not considerable—about 1,000 a year, I understand—it is limited by conditions over which Bill Hallpike, for all his undoubted experience and skill, has no control whatsoever. He cannot sell to just anybody. His sole customers are the nationalized road transport concerns; he is not permitted to cast his net wider. Not a bad situation, one might think. Here is a beautiful, ready-made market. But not so. Though they are not allowed to look for business outside the nationalized organizations, these can turn to other manufacturers if they are so minded. So the way I see it, Bristol Commercial Motors do not really enjoy the comforts of a captive market at all but have to be just as obliging as any free enterprise company.

But since, all his life, Bill Hallpike has laboured successfully in a highly competitive sphere (by which I mean inside as well as outside the works), that doesn't worry him. He pursues the even tenor of his way with a benevolent smile, enjoying the bracing air of Brislington, the rural delights of Saltford and the solution of the day-to-day production problems of one of Britain's more important and (I return to the word with which I started) traditional organizations.

H.C.
A29

operator can be contacted. It's time these outdated exchange systems were abolished, particularly on Europe's most modern highway.

Say it with Flowers

TO mark the introduction of their Daffodil car, van Doorne's Automobielfabriek, N.V. (DAF), of Eindhoven, Holland, sent each of their friends a dozen large daffodil bulbs. As I was planting mine the other day (a bit late, I know, but presumably the Dutch know when to dispatch their bulbs) a thought crossed my mind: supposing Leyland Motors had had a similar idea when they introduced their latest Lion, Hippo and Octopus models. . . .

More Strike Threats for Haulage Industry

FROM OUR INDUSTRIAL CORRESPONDENT

ALTHOUGH there is now only a fortnight to go to the operative date of the latest Road Haulage Wages Order, the rumpus over the award has not by any means died down. In fact, the past week has seen a livening up of the controversy, with threats of strike action in several directions.

The chief bone of contention is still the starting date of the award, fixed by the Minister of Labour, Mr. John Hare, with the Government's wages pause policy in mind. This, the Transport and General Workers Union have maintained, is six weeks later than the date would normally have been and they have refused to accept this "political interference" in wage negotiations.

Instead they have insisted, wherever possible, that the higher pay and shorter hours should come into force from November 13 which, they say, is the "normal" date for the award. Although it is not known how many, it is certain that a number of hauliers did, in fact, pay the higher wages from November 13.

That is what is behind London's Spitalfields Market affair. Although not covered by the Road Haulage Wages Council, the Market Tenants Association have always followed the Council's awards in respect of their own C licence drivers who bring produce in and out of the market. In long-drawn-out negotiations with the T.G.W.U., they turned down the demand that they should pay up from November 13 and insisted on January 1 as the starting date. As a spokesman for the employers put it: "We have always adhered to the awards of the Road Haulage Wages Council and insist on adherence to the normal previous practice."

So the talks broke down, and last week the union's executive gave plenary powers to their regional officers to call their drivers out on strike. They at once gave notice of strike action to the employers, effective from last Monday.

But at the last moment the actual strike was called off, pending further talks between the parties.

Mr. Bill Packer, the union's regional

trade group officer, claimed that other markets, including Covent Garden and Smithfield, had agreed to pay the extra money from November 13.

A second strike threatened British Road Services, where a somewhat similar position had arisen. The B.R.S. negotiators had also offered the Wages Council terms, but had been turned down because the unions wanted November 13 as the starting date.

Last week the unions wrote again to the B.R.S. management asking for an early meeting to continue negotiations. But before any date could be fixed a meeting of 21 shop stewards decided to issue a call for strike action next month to 300 B.R.S. depots.

The stewards threw in a new claim—for a 15 per cent. bonus, which would give between 3,000 and 4,000 men an extra £1 9s. on top of their basic rate.

They claimed that the wages pause policy had "unbalanced the wage structure in the British Road Services, whereby the basic earnings of some labourers exceed the earnings of skilled men."

MEAT HAULAGE UP 10%

HAULIERS carrying meat are to increase their rates by 10 per cent. from January 1 in accordance with the recommendation of the national committee of the meat carriers group of the Road Haulage Association.

When the general increase of 7½ per cent. in rates was recommended by the association's rates committee last month it was pointed out that for special traffics the increase might be higher.

Peers Attacking Disqualification

THREE Conservative peers have mounted an all-out attack on the controversial clause in the Government's Road Traffic Bill which provides compulsory disqualification for drivers who commit three "danger" offences in three years.

These 25 offences would include speeding, contravening street playground regulations, and failing to stop and give particulars after an accident.

The peers involved are Lord Teynham, a former chairman of the A.A. and a director of Southdown Motor Services, Ltd., Lord Derwent, chairman of the British Road Federation, and Lord Hawke.

They will seek, during the Lords Report stage of the Bill in the next few days, to delete entirely the subsection of Clause Three which covers this issue.

Another attack on this clause will be mounted by Lord Lucas of Chilworth, who also has a transport background.

He will seek to remove dangerous parts or loads, and irregular brakes, steering gear or tyres from the list of offences which carries discretionary disqualification—and also the three-in-three-years threat.

Channel Tunnel Model

A LARGE working model of the proposed Channel tunnel rail terminal will be shown publicly for the first time at the National Schoolboys' Own Exhibition at Olympia, London, from January 1 to 13. The 30-ft.-long model was built by the British Transport Commission to show how a tunnel terminal could be operated.

T.R.T.A. INQUIRY

REPLIES are already coming in from local authorities in response to the inquiry made by the Traders Road Transport Association as to the attitude of individual local authorities in England, Scotland and Wales over the provision of off-street loading and unloading facilities for commercial vehicles in new building development.



The recently introduced E.R.F. model with Perkins 6.354 engine is seen here in its tractive unit form, model 64SP, with 7-ft. 3-in. wheelbase. Incorporating an Eezion semi-trailer, the outfit has been supplied to F. J. Edwards, Ltd., of London, N.W.1, through W. J. Boyes and Son, Ltd., of Peckham. The trailer is designed for 10-ton loads and has a lower deck platform length of 19 ft. The rear of the trailer may be lowered hydraulically to facilitate loading or unloading, control for this operation being from the tractor.

REMEMBER THE INCREASE IN LICENCE DUTIES

WHEN renewing annual licence duties this year, operators should take particular care to ensure that the correct amount of duty is remitted.

As announced in the Budget of April 17 this year, all motor vehicle licence duties have been increased by 20 per cent. The amount of duty which is at present shown in many registration books will be at the old rate and should therefore not be copied onto the renewal application form. A sample of the new rates of duty is shown on Form PL 148 which is obtainable from post offices.

This subject is dealt with more fully on page 680 of this issue.



This Dennis Pax IV 14-ft. 1-in. wheelbase 7-tonner is the first of two similar vehicles for S. W. Farmer and Son, Ltd., of Lewisham. The vehicles are used for the transport of fabricated steel sections and were supplied by Lawler Motors, Ltd., London, S.E.8.

Leave Granted for Appeal to Lords

B.R.S. (Parcels) Limited Liability for Loss

THE Court of Appeal last week upheld a decision that, although B.R.S. (Parcels) Ltd., had admitted losing three of 15 bales of worsted cloth in transit from London to Manchester, their liability to the consignors should be limited under the British Transport Commission's conditions of carriage.

The court dismissed an appeal by Hunt and Winterbotham (West of England), Ltd., woollen goods manufacturers, of Carn Mills, Dursley, Glos, against a ruling by Mr. Justice Block in the City of London Court last April that they were entitled to recover only £68 of the £276 value of the three lost bales. Leave to appeal to the House of Lords was granted.

Relying on Carriage Conditions

Appellants contended that the trial judge was wrong in holding that the carriers, who had adduced no evidence to indicate how the three bales were lost, could rely on condition 9(a) of the standard conditions of carriage issued by the British Transport Commission, to limit their liability.

The condition provided that, subject to conditions, "the liability of the carriers in respect of any one consignment shall in any case be limited (1), where the loss however sustained, is in respect of the consignment to a sum at the rate of £800 per ton of the gross weight and (2), where the loss, however sustained is in respect of part of the consignment, to the proportion of the sum ascertained in accordance with (1) of this condition which the actual value of that part of the consignment bears to the actual value of the whole of the consignment."

Giving the reserved judgment of the court, the Master of the Rolls, Lord Evershed, said that if the loss was incurred by the carrier doing something wholly alien to carrying the goods, such a loss would be outside the scope of the condition. The condition applied only

where the loss arose during carriage according to the contract.

The appellants had alleged no more than negligence and there was no onus, under the provisions of the condition, on the carriers to prove that there had been no fundamental breach by them of the contract.

No Fundamental Breach?

One could sympathize with the appellants. Their goods had been lost, they knew nothing of the circumstances, the respondents elected to give no evidence and merely paid as compensation a fraction of what the goods were worth. This, however, was not sufficient to shift the burden of proof regarding fundamental breach.

The position might be different where a fundamental breach was specifically alleged by the consignor as the cause of the loss, or where the consignor put the carrier to proof of performance of the contract of carriage.

In the present case, neither as a matter of construction of the contract nor of general principle, was it possible to say that the respondents were obliged to prove the absence of a fundamental breach.

Lord Justice Danckwerts agreed with the opinion that the appeal should be dismissed with costs.

New By-pass on A1

THE Wentbridge by-pass in the West Riding of Yorkshire, part of the improvement of the Great North Road (A1), was officially opened on Monday by Alderman A. Dwyer, chairman of the Highways Committee of the West Riding Council.

The new road, nearly two miles long, runs east of Wentbridge and has 24-ft. dual carriageways. It incorporates the largest viaduct of its kind in Europe, the Wentbridge Viaduct, which is 470 ft. long and spans the valley of the river Went.

QUICK SEVEN-YEAR TESTS

LONDON owners of seven-year-old vehicles who are unable to arrange a convenient appointment with an approved testing station for the compulsory test are reminded that they can usually get swift treatment at the Ministry of Transport Testing Station, Aerodrome Road, Hendon, off Hendon Way.

Such vehicles must be tested by December 31 if it is intended to re-license them after that date. Owners can either arrange an appointment at Hendon or drive straight in, when they can usually be accommodated.

"THE COMMERCIAL MOTOR" INDEX

THE index to Volume 113 of *The Commercial Motor* (February-July, 1961) is now available from Temple Press Limited, Bowling Green Lane, London, E.C.1, on receipt of 4d. to cover the cost of packing and postage.

Forthcoming Events

December 18.—Institute of Transport. Annual General Meeting, London.

1962

February 22-March 4.—Amsterdam Show.

March 16-25.—Geneva Show.

March 16.—Institute of Transport. Annual Dinner, The Dorchester Hotel, London.

April 4.—Institute of the Motor Industry Annual Dinner, Park Lane Hotel, London.

April 7-8.—National Coach Rally, Blackpool.

April 30-May 5.—F.I.S.I.T.A. Ninth International Automobile Technical Congress, Church House, Westminster.

May 5-6.—Eighth British Coach Rally, Brighton.

May 8-18.—Mechanical Handling Exhibition, Earls Court.

May 15-17.—Public Transport Association Conference, Harrogate.

May 18-20.—Institute of Traffic Administration, Annual Conference, Blackpool.

May 29-June 1.—Institute of Transport Congress, Cardiff.

June 4-8.—Public Cleansing Conference, Hastings.

September 21-29.—Commercial Motor Show, Earls Court.

October 15-17.—Road Haulage Association Conference, Bournemouth.

October 17-27.—Earls Court Motor Show.

Following are the provisional dates of Continental shows for 1962: Copenhagen—March 7-11; Paris—October 4-14; Turin—October 31-November 11.



Men in the News

Retiring after 57 years' service with the David Brown organization, Mr. Arthur Sykes (right) director and technical consultant, receives best wishes from Mr. Allan Avison, deputy managing director. In the centre is Mr. David Brown Jr., executive director, gear divisions.

Mr. G. Argyle has been appointed chief engineer, commercial vehicles, of B.M.C.

Mr. N. A. Leslie has been appointed managing director of Petrofina (Gt. Britain), Ltd.

Mr. J. T. Dudley has joined the engineering staff of Girling, Ltd., Birmingham. Mr. Dudley was with Guy Motors (Europe), Ltd., for 23 years, joining the firm in 1938 as a junior draughtsman and being appointed chief designer in 1957.

Mr. H. E. Humphreys, Jr., chairman of the board of the United States Rubber Co., has resigned his position as chairman of the North British Rubber Co., Ltd., with effect from December 31. He is succeeded by **Mr. G. R. Vila**, president of the United States Rubber Co., to which the Scottish firm is affiliated.

Mr. D. Blee, general manager of the London Midland Region of British Railways, is retiring at the end of this month. **Mr. S. E. Raymond**, at present traffic adviser at B.T.C. headquarters, has been appointed general manager of the Western Region with effect from January 1. **Mr. D. McKenna**, assistant general manager of the Southern Region will take over on January 1 the newly created B.T.C. post of chief commercial officer at headquarters.

Mr. R. F. Newman, managing director of Transport Equipment (Thornycroft), Ltd., is to retire from the company on December 31. He joined the Thornycroft organization in 1912 and has been connected with the Basingstoke works since 1929, when he became assistant to the works manager. He was appointed general manager in 1938 and became a director when the above company was formed as a subsidiary of John I. Thornycroft and Co., Ltd., to take over the latter's vehicle manufacturing activities, thereby separating them from the marine side. Mr. Newman subsequently became managing director and was asked to remain in that position when Transport Equipment (Thornycroft), Ltd., was taken over by the A.C.V. group early this year, so as to assist in the reorganization that followed.

A32

Mr. F. M. Walton, director-marketing, the Power Petroleum Co., Ltd., will retire at the end of the year. He will be succeeded by **Mr. E. G. H. Pointer**.

Mr. R. E. Uren has been appointed company secretary of Silentbloc, Ltd., in succession to **Mr. A. R. Hanwick** who has retired after 40 years with the firm.

Mr. G. Claydon has taken over the practice of the late **Mr. H. Robinson** who for many years practised as a transport consultant and traffic court advocate in the North Western traffic area.

Mr. J. Hewson, chairman of the Hull area of the Road Haulage Association for six years, was presented with a gold watch by **Mr. G. Reader**, the present chairman, at the annual dinner dance of the section.

Mr. S. J. B. Skyrme received several farewell presentations recently at Stoke-on-Trent on the occasion of his leaving Potteries Motor Traction Co., Ltd., to become general manager of Southdown Motor Services, Ltd.

Mr. Arthur Sykes, internationally known as an authority on gears and gear-cutting machines, has retired from David Brown Industries, Ltd., with whom he was director and technical consultant.

Obituary

WE regret to record the death of **Mr. J. A. Baker**. Mr. Baker was traffic manager of South Shields Transport Department from 1925 to 1934.

Engineering Diplomas Awarded

SUCCESSFUL students from all parts of the world received their diplomas from Sir Matthew Slattery, this year's president of The College of Aeronautical and Automobile Engineering and chairman of B.O.A.C., at the annual prize-giving of the college held at Chelsea Town Hall last week.

The principal, **Mr. J. A. C. Williams**, said that nearly half the total passes awarded in the City and Guilds Motor Vehicles Electricians' examination this year had been won by students of the college, including four of the first five 1st Class passes. Some students had achieved the unique distinction of qualifying for two City and Guilds Technological Certificates—those in Automobile and Agricultural Engineering.

Mr. Williams said that the college had been visited by two committees of the Institute of Road Transport Engineers this year and, as a direct result, automobile students receiving their diploma are recognized by the Institute as having done the equivalent of three years' indentured apprenticeship practical work towards that required.

BENDIX-LOCKHEED DEAL

THE American Bendix Corporation's French affiliate, Ducellier-Bendix-Air Equipment (D.B.A.) has acquired the French Lockheed concern. Bendix state that the combined French companies will now have the largest automotive brake sales in Western Europe, and will operate 12 French factories.

Mileage Up—Accidents Down

ALTHOUGH Dundee Transport Department's mileage has risen from 7½ to 7¼ million in the past three years, accidents involving collision have dropped by 10 per cent., and accidents of all types have dropped by 13 per cent.

These facts were given by **Mr. W. L. Russell**, the transport engineer and manager, at the department's second annual safe-driving awards presentation dinner. A total of 281 awards were made, representing almost 75 per cent. of the department's drivers.

One hundred lorry drivers of the Hope works, of G. and T. Earle, Ltd., Derbyshire, cement manufacturers, covered 3,786,762 miles in 1960, it was stated when they received safe-driving awards.

"Heads of the Valleys" Road

WORK will start shortly on the second stage of the "Heads of the Valleys" road, a modern highway to supersede the existing Neath-Abergavenny road, A465.

The new section will be nine miles long between Hirwaun and Dowlais Top, will include three bridges, and be complete in three years. The first section, Abergavenny-Brynmawr, is due for completion in 1962.

When finished, with a third section between Dowlais Top and Brynmawr, the 24½-mile road will link the West Midlands and South Wales via the Birmingham-Bristol (M5) and Ross Spur (M50) motorways.

B.R.S. Charges Go Up 7½%

B RITISH ROAD SERVICES announced on Monday that they are adjusting their charges to obtain an overall additional revenue of 7½ per cent. This follows the announcement of a similar increase recommended by the Road Haulage Association to its members last month. In common with other hauliers, B.R.S. claim that they have been faced with heavy increases in costs during the past 12 months.

British Railways also announced increases in some charges. Certain parcels by passenger train will go up by 10 per cent, on January 1, 1962, and charges for small consignments by merchandise train will be increased on February 1, 1962, from amounts varying from 10 per cent. to 2½ per cent, according to the weight and nature of the goods.

No Govt. Action on Rural Buses

FROM OUR PARLIAMENTARY CORRESPONDENT

HOPES of early Government action on the Jack Report vanished during this week's Commons debate on rural transport.

"Much more thought is still needed before we are able to come to a final decision" was the answer given by Mr. John Hay, Parliamentary Secretary to the Ministry of Transport, to demands that the Government should give early help to country buses. "This thought should be directed to the basic question whether or not the decline in rural services, in a climate of the increasing use of private transport, should be artificially stayed by the financial intervention of the State. This is a question the Government are not yet ready to answer."

Mr. Hay pointed out that remission of fuel tax, advocated by many M.P.s, would in fact be another form of subsidy and would cost nearer £15½m. than the £12m. mentioned in the Jack Report.

Opening the debate, Mr. F. H. Hayman (Lab., Falmouth and Camborne) suggested that the cross-subsidization of rural transport by making small urban areas help to pay for the uneconomic country routes had reached saturation point, if it had not gone beyond it.

Mr. Frank McLeavy (Lab., Bradford East) noted that no industry was so heavily taxed as passenger transport. If the Government were unable to give a full remission of taxation on fuel oil to

bus undertakings they should spread the gross yield of the taxation over all the users of the oil, he said.

From Sir Gerald Wills (Cons., Bridgewater) came the point that the types of bus used on normal country routes were not the right ones to cater for the traffic as branch railway lines were closed. He advocated the type of bus used at airports.

From the Opposition front bench Mr. Cledwyn Hughes (Anglesey) warned that if the present rate of reduction in rural bus mileages continued, there would be a further reduction of over 90m. miles by the end of 1965. The only true answer to the problem, he said, was a properly integrated passenger transport system covering all travellers and all areas. There was now no national plan or policy, he remarked.



Experiments with unpainted aluminium bodies to be started by the G.P.O. will affect some 200 1½- and 1½-ton engineering vehicles. Stucco-embossed sheeting on timber is used, and the vehicles are based on standard Morris chassis, with steel front-end assemblies. Between £10 and £20 per vehicle will be saved on initial cost, and if the experiment proves a success it may be applied to the other 6,500 vehicles in the fleet. Some tool-cart trailers used with these vehicles are to be similarly panelled.

New B.R.S. Depot Opened

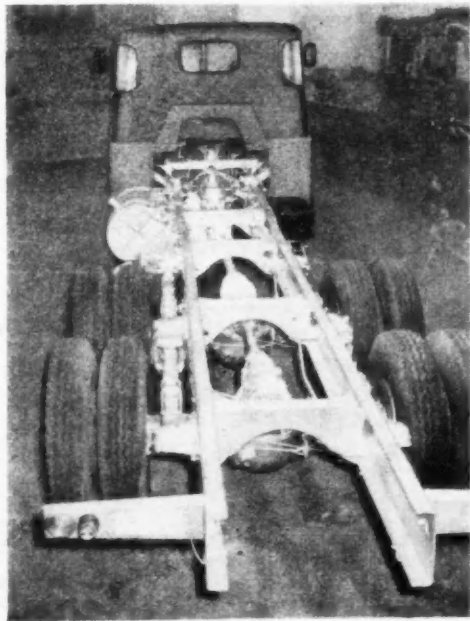
S COTLAND'S newest B.R.S. depot at Grangemouth was officially opened on Wednesday by Mr. Robert Brown, Provost of Grangemouth.

Whilst there is room for expansion, the depot will operate initially some 46 general vehicles.

A full, illustrated description of this new depot will appear in next week's issue of *The Commercial Motor*.

FIVE VEHICLES GRANTED

WILLIAM BAXTER AND SON, of Tranent, have been granted a B Licence for five vehicles out of the eight applied for; the Scottish Licensing Authority had previously granted the application in principle but had reserved the decision with regard to the quantum, as reported in these pages last week.



As reported last week, an exhibition of Guy vehicles was held by T.G.B. Motors, Ltd., Clitheroe, from last Friday to Wednesday. The "star" of the show was a new double-drive version of the Warrior light six-wheeler (left). This 20-ton-gross chassis has Invincible-type axles, the permissible bogie loading being 16 tons. A limited-slip third differential can be incorporated, and the chassis, which is powered by an A.E.C. AV470 engine, has the new A.E.C. six-speed constant-mesh gearbox as standard.

This Warrior tractive unit was another exhibit. It is for operation with Tate and Lyle and has a special Bowyer forward-step cab and the rear axle has air suspension similar to that employed on the Guy Wulfrunian double-decker.





Although externally similar to 100 Leyland Titan PD3 models with Northern Counties forward-entrance 69-seat bodywork already in service with Southdown Motor Services, Ltd., the latest batch of 40 now being delivered differ in being based on the PD3/5 chassis with Pneumo-Cyclic transmission. These vehicles are, in fact, the first Southdown buses to have epicyclic gearboxes of any kind. New features of the bodywork are illuminated advertisement panels mounted on the offside and at two positions inside the bus.

Big Contract-to-A Switch

AT a resumed hearing in Edinburgh on Monday, the Scottish Licensing Authority, Mr. W. F. Quin, granted an application by J. and A. Smith of Madiston, Ltd., for conversion of existing contract A licences into ordinary A; this licence switch involves 26 vehicles and one trailer totalling 177½ tons currently used on "goods for British Aluminium Co., Ltd., in Great Britain."

The Authority was told that British Aluminium wished to make the change.

There were 26 objectors to the application, and, for one group, Mr. J. B. T. Loudon criticized a lack of precise information about destinations and tonnages. But Mr. Quin, ruling that the application could not be regarded as a new one, said: "When contract A licences are granted we do not consider destinations but only the vehicles. In the circumstances I consider I am entitled to grant as requested."

Micrograms

Meter Emptying: Security Express, Ltd., have been awarded a contract to empty parking meters for Finsbury Borough Council. Although widely practised in the United States, the emptying of parking meters by a security organization, is said to be new in this country.

Fluorescent: The Ministry of Transport is now considering possible changes in the Construction and Use requirements regarding interior lighting in public service vehicles, to make proper provision for the high-intensity systems employed in fluorescent lighting.

New Premises: Bristol Industries, Ltd., together with two of their main subsidiaries, Western Transport, Ltd., and Contract Hire (Car and Commercial Vehicle), Ltd., have moved to new premises on the Brislington Trading Estate on the Bath road.

Drop in Profit: Net profit of Toledo Woodhead Springs, Ltd., for the year ended September 3 last was £45,656, a drop of £13,312 compared with the previous year.

R2

More to Gain if Application Refused

BECAUSE a company would gain more if its application were turned down than if it were granted, a case was described as "most unusual" when it came before the Yorkshire Traffic Commissioners at Bridlington last week.

The application was that of East Yorkshire Motor Services who sought to increase fares on their Withernsea and Hornsea routes.

For the company, Mr. F. A. Stockdale said application was made so that parity between rail and bus fares, which had operated since 1933, would be maintained when a proposed increase in rail fares on these routes became operative on Jan. 1.

The company, said Mr. Stockdale, was applying so that the Commissioners would have the opportunity of considering whether it was desirable in the public interest that road and rail fares should

Manchester Trolleybuses To Go

THE plan to replace Manchester Corporation's trolleybuses with motor buses has reached a further stage with the preparation of a report by the transport committee for the city council. This envisages conversion being carried out in stages over the next six years, with the vehicles which would normally at present be due for extensive overhaul, amounting to about half the fleet of 116 vehicles, being replaced by motorbuses within two years. The first route due for conversion is that from Piccadilly to Gee Cross, Hyde.

Reasons put forward for the change-over are operational flexibility, together with the ability to modify routes to suit developments in the districts served and savings in operating costs.

Some of the routes are operated jointly with Ashton-under-Lyne Corporation and the future of the latter's trolleybus system would appear to be directly affected by Manchester's policy.

be co-ordinated on these routes to prevent wasteful competition. The company had, since 1951, made 12 successful applications for increased fares because it was in financial need. Now the railways for the first time wanted to put up fares ahead of East Yorkshire and the company felt bound to make the application.

Mr. Stockdale said he had no doubt that the public would strongly object to this steep rise in the rail fares. The company calculated that when fares went up the normal resistance by the public was about one and a half per cent. Extra revenue, it was calculated, would be £8,000 a year if the application were granted.

He estimated that a resistance of one and a half per cent. to rail fares would cost British Railways 150 passengers a day who would transfer to road services. If this happened the company stood to gain £10,000 a year.

The chairman, Major F. S. Eastwood, said the Commissioners would defer their decision until they could obtain some information from British Railways. He added: "If we can get them to a public inquiry we will do so."

The hearing was adjourned until today at Leeds.

Big Scottish Haulage Merger

AGREEMENT is announced for a merger between two private-enterprise Scottish haulage companies, Road Services (Caledonian), Ltd., and Road Services (Forth), Ltd. This major expansion of Tayforth Holdings, Ltd., will result in Mr. W. R. Alexander retaining a controlling family interest of 63 per cent. of the increased Tayforth capital.

Jointly the two companies operate more than 600 vehicles and have depots throughout the British Isles.

Petrofina Moves: The north east regional office of Petrofina (Gt. Britain), Ltd., is now operating from Petrofina House, Kirkgate, Leeds 2. Mr. L. H. McMillan continues as manager. The office was formerly at Gunness, near Scunthorpe.

Tunnel Completed: West Germany's four-lane road tunnel under the Kiel Canal at Rendsburg, in Schleswig-Holstein, has been completed. It forms an important section of the Trans-Europe Highway No. 3.

Lucas Profits Down: The net profit of Joseph Lucas (Industries), Ltd., and its subsidiaries for the year ended July 31 last was £2,526,350, a drop of £397,074 compared with the previous year.

Tilling-Stevens, Ltd.: Profit of Tilling-Stevens, Ltd., for the year ended July 31 last was £30,275 as against £71,583 in the previous year.

Profit: A net profit of £146,562 was made by the East Kent Road Car Co., Ltd., in the year ended September 30 last.

Reading Negotiations Break Down

DISCUSSIONS which have been going on for more than a year between Reading Corporation Transport and the Thames Valley Traction Co., Ltd., on the proposed co-ordination of services have broken down.

This was announced at a meeting of Reading Town Council last week when a former chairman of the Transport Committee, under whom negotiations first commenced, blamed the Thames Valley Co. for the breakdown.

A report by the committee said that, following a meeting between the two sides in October, a letter was received from the chairman of Thames Valley in which he said he was not prepared at present to proceed further with discussions with a view to co-ordination of services in its full sense because it seemed to him that the predominant benefit to the public would be the elimination of the present protective fares arrangement, which could be effected without recourse to a co-ordination scheme.

He would be "very happy" for investigation to be initiated with a view to the elimination of the protective fares arrangement on suitable terms.

The committee reported they had informed the chairman of the Thames Valley board that they were very disappointed he was not prepared to proceed with discussions, and were satisfied that such an arrangement would benefit the public and enable both undertakings to effect economies.

They were still "ready and anxious" to continue negotiations.

The committee regarded protective fares as imperative, but would be prepared to consider relaxation in exchange

for the right to run services, either solely or jointly, into the fringe areas outside the borough boundaries, routes to be a matter for negotiation and discussion.

A further letter had been received from the chairman of the Thames Valley in which he stated: "... with regard ... to protective fares I quite understand the views of your council as regarding their retention as imperative. In the circumstances I do not think at this stage any useful purpose would be served in pursuing this line of inquiry."

The Traffic Commissioners are to be told of the termination of the discussions.

P.M.T. APPEAL DISMISSED, BUT GRANT MODIFIED BY MINISTER

THE Minister of Transport last week dismissed appeals lodged by Potteries Motor Traction Co., Ltd., and S. Turner and Sons, Ltd., against a decision by the West Midlands Traffic Commissioners, who had granted a road service licence to Berresford Motors, Ltd., in respect of an express service between Brown Edge and Leek.

In what he described as a "very finely balanced case" the Minister, however, modified the grant to Berresford Motors by deleting three picking-up and setting-down points along the route because the case for the new service from them was insufficiently proved, having regard especially to the margins of differences in costs and timing.

Camp Service Refused

BRISTOL OMNIBUS CO., LTD., and Gloucester Corporation at Bristol last week successfully opposed an application by an independent operator to run an express service between Innsworth R.A.F. Camp (Glos) and Gloucester Eastgate and Central railway stations.

The applicant, Mr. W. J. Thomas, of North Place, Cheltenham, told the Western Traffic Commissioners that he operated a number of coaches and taxis and had a taxi office in the camp for the convenience of R.A.F. personnel.

Bus Lane Plan Rejected

EDINBURGH CORPORATION has turned down the proposal that a traffic lane should be reserved for municipal and outside bus traffic on the gardens side of Princes Street. It was proposed that this should be regarded as an experiment for the Christmas and New Year period, with a view to later continuance as a normal operation.

The magistrates, however, have refused the proposal because the inside lane is used for taxi ranks and car parking. The proposer has indicated that he will raise the matter again for the Edinburgh Festival period.

MIDLAND RED TO RUN ON M5

THE West Midlands Traffic Commissioners have granted an application by B.M.O. to run express services on the M5 motorway between Birmingham and Worcester when the new road opens next summer, but have limited this to one departure hourly on weekdays, and two vehicles hourly at week-ends. The grant is for an experimental period of one year, and the Commissioners warned that existing stage and express services might, as a result, have to be substantially altered; they also expressed surprise at the low fare (3s. 6d. single) for the new journey, which will take only 50 minutes compared with the present 90 minutes on the existing main road, and represents a point-to-point average of over 35 m.p.h.

A.C.V. PROFITS UP

ASSOCIATED COMMERCIAL VEHICLES, LTD., on Tuesday announced a final dividend of 11 per cent., making 16 per cent. as forecast. Profits before tax have increased by over 25 per cent., from £1.51m. to £1.92m.

The accompanying statement reveals that the order book is now bigger than it was a year ago, and that while demand has eased off because of credit restrictions, there has been a marked increase in export business.

The published figures, however, do not include those from Transport Equipment (Thornycroft), Ltd., which was taken over last March and which has been making losses for three years.

NEW DUNDEE DEPOT

THE new £85,000 depot of the Dundee Transport Department was opened last week. It takes 99 buses.

New Bus Station at Milford Haven

A COMBINED garage and bus station was opened at Manchester Square, Milford Haven, on November 27 by the Western Welsh Omnibus Co., Ltd. It is capable of housing nine vehicles under cover, with space for a further seven outside. The bus station has eight bays arranged for head-on loading, together with a further bay used as a spare. Other

facilities provided include an inquiry office and staff mess room, both of which have electrical underfloor heating.

Milford Haven has not hitherto been an operating centre for Western Welsh buses, but it now has the first bus station to be built in Pembrokeshire. The company's Cardiff base is over 100 miles away



The new Western Welsh bus station at Milford Haven. Prominent decorative use is made of the company's distinctive monogram.

Orders and Deliveries

DURBAN ORDERS MORE: Durban Corporation has ordered 15 Leyland Worldmaster ERT2.1 models with semi-automatic transmission from Leyland Albion (Africa), Ltd. They will have bodywork by Bus Bodies (S.A.), Ltd.

MORE BUSES FOR WEST AFRICA: The Crown Agents for Oversea Governments and Administrations have ordered £50,000 worth of Leyland buses for Sierra Leone Government Road Transport. The order is for the five Leyland Titan PD2.41 double-deckers with 56-seater M.C.W. bodies, and three Leyland Tiger Cub PSUC1.5 single-deckers with 44-seater Marshall bodywork.

TANKERS ORDERED: Gilbraith Tankers, Ltd., of Accrington, have ordered three Leyland Octopus Power-Plus long-wheelbase chassis with 140 h.p. diesel engines and six-speed gearboxes. They will be equipped with 3,600-gal. tanks by Universal Boilers and Engineering Co., Ltd., Burnley.

MUNICIPAL SCARABS: The County Borough of Great Yarmouth has ordered two Scammell Scarab 3-ton diesel engine tractors and Walsall Corporation has taken delivery of a Scarab 3-tonner and drop-frame semi-trailer outfit.

LEYLANDS FOR HIRE: The Vehicle Hire and Supply Co., Ltd., Rushden, has ordered 12 Leyland Beaver tractors with 200 b.h.p. Power-Plus diesel engines.

COACHES FOR IRELAND: Coras Iompair Eireann have ordered 90 Leyland Leopard single-decker coach chassis. They will be delivered in c.k.d. form to the C.I.E. workshops where they will be assembled and fitted with luxury bodywork.

FOR SPAIN: One hundred and ten sets of A.E.C. "Reliance" single-decker bus chassis units have been ordered by Barreiros-A.E.C. S.A. They will be built into vehicles manufactured in Spain.

A.E.C. UNITS FOR GUY: Guy Motors (Europe), Ltd., have ordered 54 A.E.C. AVU 470 engines and the same number of gearboxes.

TANKERS FOR LAGER: Arthur Guinness Son and Co. (Park Royal), Ltd. have ordered eight A.E.C. Mammoth Major eight-wheelers for the transport of Harp Lager. Insulated 3,000-gallon stainless steel tanks, supplied by Burnett and Rolfe, Ltd., of Rochester, will be fitted.



New Trader Chassis for Tankers

A NEW Thames Trader chassis designed specifically for tanker operation has been announced by the Ford Motor Co., Ltd. It is based on the existing Trader 7½-ton, 13-ft. 4-in. wheelbase chassis and is suitable for payloads of 2,000 gal. at a gross vehicle weight of 12 tons 5½ cwt.

The standard specification includes the Ford 330-cu.-in. diesel engine, five-speed direct or overdrive gearbox and a single-

speed rear axle with a ratio of 6.8 to 1. A two-speed axle with ratios of 5.57 and 7.74 to 1 is available as optional extra equipment.

Heavy duty suspension with dampers at the rear and 9.00-20, 14-ply tyres on three-piece wheels are also standard fittings to cater for the higher gross vehicle weight.

The price of the chassis/cab version is £1,351 11s. ex works.



One of the new Thames Trader tanker chassis operated by Jet Petroleum, Ltd. The 2,000-gal. tank is by Durham Industries, Ltd.

One-piece Plastics Cab for Mercury

THE first one-piece moulded reinforced-plastics cab built by Road Transport Services (Hackney), Ltd., for the A.E.C. Mercury chassis has been mounted on a Mercury tractive unit recently supplied to Howards (Ilford), Ltd., Uphall Road, Ilford.

Basically, the design is the same as that of the reinforced-plastics cab made by the concern for A.E.C. Mammoth Major chassis. Apart from the wings, bumper and radiator grille, the complete cab including the floor, engine cover, doors and dash panel is of reinforced plastics. Although this first example is finished in cellulose and has a standard grille the plastics can be colour impregnated and an alternative grille can be incorporated if required. The cab has a four-point mounting, and it is claimed that the complete unit can be removed in as short a time as one hour.

The Road Transport Services plastics cab on an A.E.C. Mercury tractive unit. The cab doors are rear-hinged to give forward entry.

Improved B.M.C. Tractive Units

SEVERAL improvements to the mechanical specification of Austin and Morris 12/15-ton tractive units have been announced. To give better riding characteristics, particularly when travelling unladen, the wheelbase has been increased by 10 in. from 7 ft. 1 in. to 7 ft. 11 in., whilst a better margin of frame strength has been provided by increasing the frame thickness from ¼ in. to ½ in. and the depth from 7½ in. to 7¾ in. Another change is that the 17-gal. fuel tank is replaced by a 26-gal. component. These changes apply only to forward-control models, and in all cases prices remain unaltered.

New Jeep Fleetvan

THE latest version of the Jeep Fleetvan built by Willys Motors, Inc., of Toledo, Ohio, incorporates a lantern-type windscreen claimed to give good forward visibility for the driver. The body is of the relatively tall walk-in type widely used for this type of vehicle in the United States, but the wheelbase, 6 ft. 9 in., and the overall length, 12 ft. 10 in., have been kept to a minimum in the interests of manoeuvrability. The latter characteristics give the vehicle an obvious relationship to the Jeep military vehicle, despite the fact that it is of forward-control layout.

Designed for a 9 cwt. payload, the Fleetvan has the four-cylindere petrol engine of the overhead inlet and side exhaust valve type favoured for Jeep vehicles for some time. In its present form an output of 72 b.h.p. is given.

Ministry Boost for Hovercraft

DEVELOPMENT of hovercraft will be given new impetus by the decision of the Ministry of Aviation, announced last week, to institute a hovercraft research programme at the Royal Aircraft Establishment at Bedford. The immediate interest is in evaluating hovercraft as potential military vehicles, but any such programme will inevitably have its effect on commercial models.

The Ministry are buying an experimental 10-seat hover machine, the Britten-Norman CC2 Cushioncraft, built at Bembridge, I.W., and the R.A.E. at Bedford will also be associated with development of the Wesiland SRN2, illustrated and described in last week's issue of *The Commercial Motor*.

U.S. Anti-pollution Drive

ALL American cars and commercial vehicles produced after next autumn will be fitted with anti-air-pollution devices as standard equipment in accordance with an agreement reached by the board of directors of the Automobile Manufacturers' Association. The board recommended that its member companies should install crankcase-ventilation systems to reduce fuel-vapour or hydrocarbon emissions.

Such devices have been fitted as standard on petrol-engined vehicles built for sale in California for over a year now. The A.C. Spark Plug division of G.M.C. has been manufacturing a "blow-by" crankcase-ventilation unit costing between £1 10s. and £2 5s. when installed as initial equipment. The manufacturers are confident that this cost will

be reduced with the more general use of this equipment next year.

The association has said that engineers had found that the crankcase was the source of as much as 40 per cent. of the total hydrocarbon emissions by road vehicles. The ventilation system proposed would recirculate crankcase gases through the engine. Developments are also in hand to perfect devices for treating exhaust fumes, but so far these have been too expensive.

REPLACING MANY AMBULANCES

AT the annual inspection parade at Accrington, Lancashire County Council's ambulance organizer, Mr. A. Orton, revealed that many vehicles are to be replaced and that by the end of next March 123 new ones will be in use.

British Railways' Bulk Handling Experiment

EXPERIMENTS are still being carried out by the London Midland Region of British Railways with the French Marrel system of load transfer which has been available in this country through Aero Maintenance Equipment, Ltd., for over two years. The British Railways project has been called the Bulkrane scheme and is being used for the transport of bulk materials in road-rail containers. The main advantage from the railway point of view is that it eliminates the need for facilities at stations for off-loading from railway wagons.

For the experiments, the Marrel equipment is mounted on a Foden eight-wheeler. It follows the same pattern as previous applications, and consists of a special platform with portal-type lifting apparatus pivoted at its end to transfer containers from the vehicle to railway wagons and vice versa. The two lifting arms are powered by hydraulic rams and

when in the lowered position, lie on the outside edges of the platform.

The platform is designed to carry two special containers with a gross weight of up to 6½ tons each. Nine different types of container have been developed. These include models suitable for the transport of bulk liquids, powders and grains, bricks and building materials.

The containers for liquids are cylindrical, one of 1,030 gal. and the other, which is insulated so that pre-heated liquids can be carried, of 950 gal. A cylindrical unit for low-density powders has a capacity of 205 cu. ft., and a spherical container with a capacity of 150 cu. ft. has been developed for the transport of high-density powders. There are four types of open-top container. Two are intended for such things as sand

and gravel and one of them incorporates hinged front and rear doors so that tip discharge can be made.

Another open-top unit has a capacity of 151 cu. ft. and is primarily intended for loose or packaged bricks. This is also the purpose of the fourth, but this has a removable end and a clamping beam, which enables a cube of up to 2,200 bricks to be handled as a complete unit. A pre-stacked cube of bricks to the correct dimensions can be picked up and set down automatically. The other container is an enclosed box. This has a capacity of 286 cu. ft. and is intended for the transport of grain and malt.

The containers used for powders are suitable for air-pressure discharge, and the Bulkrane vehicle is equipped with a Wellworthy-Ricardo compressor.

The Bulkrane system being used on a Foden eight-wheeler of British Railways. In these pictures 130-cu.-ft. open-top containers are being transferred between railway truck and road vehicle.



IRU on C Licences

RECOMMENDATIONS published by the International Road Transport Union state that C-licensed transport must be so defined as to serve exclusively the personal needs of the licensee, any evasion of this at the cost of the haulier being impossible.

Transport users, continues the document, have the right to use their own transport as thought best, and quota systems for C-licensed traffic must be abolished. C-licensees and hauliers should in their own interests work together in every country through official bodies with rules cut to national needs.

The recommendations are the result of a two-year study by the IRU which has also issued a statement on vehicles' weights and dimensions in which it urges that for goods vehicles, articulated units and goods trailers these should be standardized over the whole of Europe, or at least within the Common Market area.

The union opposes the majority decision of the European Transport Ministers' Conference (CEMT) of October, 1960, and recommends a total length for goods vehicle-plus-trailer units of 18 metres (59 ft) a total permissible weight of from 36 to 38 metric tons and a permissible driving axle weight of 13 metric tons.

100th Van "Launched"

GENERAL Sir George Erskine, assisted by Jack Warner (TV's "Dixon of Dock Green"), "launched" with a bottle of champagne Securicor, Ltd.'s one-hundredth armoured vehicle after it had been handed over to them by Locomotors, Ltd., at the company's London headquarters last week.

Most of the vehicles operated by Securicor are hired from Charles Rickards, Ltd.

Locomotors convert the vehicles. The full extent of adaptation cannot be revealed, but includes the installation of specially designed security devices, the protection and reinforcement of the bodies, and the provision of warning equipment and radio for continuous contact with headquarters.

Securicor have another 150 of these vehicles on order.

112 Hauliers Oppose Switch

THE major reasons quoted by Mr. N. R. Kennedy, shipping and transport officer of the British Aluminium Co., Ltd., for wishing to surrender a contract A licence covering 30 vehicles belonging to Jones Transport Services (Liverpool), Ltd., were that they did not want to pay a higher rate for their transport, and part and return loads could be carried more economically on an open A. He was supporting an application by Jones (*The Commercial Motor*, November 3) for an A licence for 30 vehicles with a normal user of: "mainly goods for the British Aluminium Co., Ltd., as required." The adjourned application was considered before the North Western Licensing Authority at Manchester on Thursday and Friday of last week.

Continuing his evidence, Mr. Kennedy pointed out that a few months ago he had been approached by Jones for an increase in rates. He had resisted this and had decided that an open A licence would enable part loads and other traffic to be carried more economically and thus the rates should remain static. The British Aluminium Co. were suffering intense competition from the American and Canadian markets and they were now trying to give their customers a 24-hour service, which was not being achieved with the contract. Jones knew the requirements of their factories and could co-ordinate transport throughout the country, together with the two other hauliers British Aluminium employed,

from Warrington and Scotland. Traffic had to be sent from the warehouse at Latchford and redistributed in London and the southern counties. These consignments were irregular, but with an open A licence this would not matter.

Replying to Mr. J. Edward Jones, objecting for 112 private road operators, Mr. Kennedy said that they could not afford an increase in their haulage rates at the moment. He agreed that whilst the 30 vehicles had been on contract to British Aluminium they had also been doing work for the Alumina Co., Ltd., a subsidiary of the former.

Managing director of the applicant company, Mr. W. F. Jones, told Mr. Edward Jones that he had never thought it was illegal to carry goods of a subsidiary on a contract A licence. It was uneconomical operation if vehicles went on an outward journey and then had to return empty. They had no intention of trying to enter new markets if the application was granted, and they wanted to work principally for the British Aluminium Co.

Mr. Edward Jones considered that the company wanted a superabundance of transport, enabling them to roam all over Britain. He wanted to know the number of vehicles needed for the Scottish and London runs, but said it seemed impossible to evaluate their needs.

The case was to be continued yesterday.

Municipal Contracts

Manchester City Council invite tenders by January 3, 1962, for one automatic loading shovel for their works.

Stretford Highways and Sewerage Committee has accepted a £718 tender from Martin Walter, Ltd., for a tower wagon.

Hemel Hempstead Borough Council invite tenders for one refuse collector, either (a) 25-cu.-yd. "fore-and-aft" type with compressing device, or (b) 50-cu.-yd. type with packing body.

Bournemouth Borough Council invite tenders by January 4, 1962, for supply of four two-ton and four three-ton Bedford lorries, and offer eight two-three-ton used lorries in part-exchange.

Glasgow Health and Welfare Committee has approved the purchase from A. and D. Frazer, Ltd., of a Morris p.s.v. Minibus at £703 for use at the day nursery for mentally handicapped children. The Printing and Stationery Committee has approved acceptance of a tender of M'Kay's Garage, Ltd., Kirkintilloch, for a Morris Mini-Minor van at a net £279.

Lytham St. Annes Corporation is recommended, subject to Ministry approval, to order from Dennis Bros., Ltd. a Dennis Pasit III refuse-collection vehicle.

York Streets and Buildings Committee has recommended approval of the purchase of a Yorkshire heavy duty road sweeper vehicle from Lister and Edmond, Ltd., for £3,230.

Bournemouth Beach and Pavilion Committee has accepted the £465 tender of W. R. Selwood, Ltd., for an electric industrial truck and the £493 tender of Harborough Construction, Ltd., for an electric street cleansing truck.

Liverpool Highways and Planning Committee recommends acceptance of the £529 tender of Garlick, Burrell and Edwards, Ltd., Liverpool, for the supply of a diesel-engined 10-cwt. van; the tender of Candor Motors, Ltd., Essex, for two 3-ton chassis-cab units at £809 each; the tender of A. W. Webb, Ltd., Liverpool, for a 5-ton chassis-cab unit for £1,009; and the tender of Candor Motors, Ltd., for three 5-ton short-wheel-base tipping chassis and cab units at £1,017 each.

Sheffield Water Committee has authorized the purchase of a Thames 5-cwt. van from T. C. Harrison, Ltd. and a Commer 8-cwt. express delivery van from Deighton Motor Co., Ltd. The Highways Committee has ordered from Aveling-Barford, Ltd., a diesel-engined road roller for £2,227 net and has accepted an £827 tender from Crabtree and Nicol, Ltd. for a diesel-engined Land Rover. The Markets Committee has accepted a £918 quotation from Bentley Brothers (Sheffield), Ltd., for a refuse trailer and the City Council is to buy an Austin 1-ton van from Bookless Brothers (Dore and Sheffield), Ltd.

Cardiff Corporation has accepted a £1,647 tender from the Godfrey Motor Co., Ltd., Cardiff, for three 15-cwt. vans. The Corporation's Central Contracts Committee recommends that an order placed with James Howell and Co., Ltd., last July for a Commer high-top van should be cancelled and an order placed with the same firm for an Austin 152 15-cwt. high-top van at £641. The Corporation has also approved the purchase of a new Thames 5-cwt. van at approximately £397, and it is recommended to accept the £1,493 quotation of R. Richards and Co., Ltd., Newport, for a W.R.120 "Whirlwind Uniflo" on a Thames 30-cwt. diesel-engined chassis.



General Sir George Erskine, watched by Jack Warner "launches" Securicor's 100th armoured van. The photograph shows the ram-proof ribbing at the front of the vehicle.



A.E.C. IN SYDNEY

Sydney's streets are kept busy — and they also have to be kept clean! Street washing is but one of the numerous functions which the many hundreds of A.E.C.s perform in the flourishing capital of New South Wales. The Sydney Department of Transport alone has nearly seven hundred, and there are A.E.C. goods vehicles of all types and sizes fulfilling a vital need in the commercial life of the State. For outstanding performance backed by excellent service, Australia's choice is A.E.C.



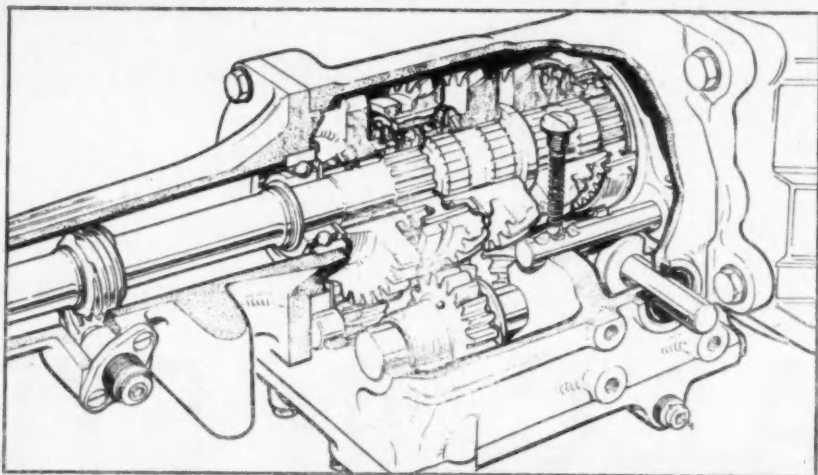
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BOX!

**New 4-speed all synchromesh gearbox
with column-mounted change — and
long-life linkage for Bedford Vans**

It's magic alright! A sweet, sweet change from a 4-speed steering column control that's simplicity itself to handle. Now, for the first time, a 4-speed box that offers synchromesh on bottom gear; plus a column-mounted change that gives easy 'come & go' from either side of the cab. A superb piece of mechanism, with linkage engineered to operate for really long life. And all for a cost of only £12 extra.

You know the advantages of the Bedford Van—it's fine road-holding and manoeuvrability, its lowest-of-all loading levels, its big pay-load capacity, its straight walk-through cab, and easy 'reach-back' access to load for driver. Now, on top of all this comes the choice of 3 or 4-speed all-synchromesh gears, with a choice of 3 different axle ratios—to give

Bedford van men the transmission-axle combination ideally matched to the job.

BEDFORD — THE PRACTICAL VAN

Nominal capacities: 10/12 cwt. and 15 cwt.

Maximum payload: 14½ cwt. and 18 cwt.

Two wheelbases: 90 in. or 102 in.

Two engines: Petrol or Diesel.

Two gear boxes: 3 or 4-speed.

And wonderful value for money

	90 in.	102 in.
10/12 cwt. Van	£450	£470
15 cwt. Van	£460	£480

4-speed all-synchromesh gearbox £12 extra.

Diesel engine £125 extra.

Factory finished colours (5 choices) £15.10s. extra.

Prices include spare wheel and tyre.

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You see them everywhere



**EASY
"COME & GO"
FROM
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**EASY
"REACH-BACK"
ACCESS TO LOAD**

Notice how the column-mounted change gives absolute freedom of access from either side.

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Tecalemit Automatic Chassis Lubrication takes complete care of the lubrication of your vehicles while they are out on the road. Regular manual lubrication is cut out, allowing longer time in service and consequently more payloads. And, of course, improved lubrication means minimum wear on bearing components, lighter replacement bills, reduced road shocks, easier steering, less driver fatigue and greater reliability.

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Automatic Chassis Lubrication

TECALEMIT (ENGINEERING) LIMITED PLYMOUTH DEVON

Guide to British Diesels

FULL details of diesel engines manufactured in Great Britain and ranging in output from 1.5 h.p. to 24,000 h.p. are given in the fifth edition of the "British Diesel Engine Catalogue," published this week for the British Internal Combustion Engine Manufacturers' Association by Temple Press Limited, Bowling Green Lane, London, E.C.1 (price 52s. 6d. net, postage 3s.).

As it is four years since the last edition of this catalogue was published, numerous new power units are dealt with, whilst other features include a revised form of engine-specification table designed to make its use more simple for non-English readers. The catalogue is extremely well produced and generously illustrated, and is a valuable source of reference.—J.F.M.

Personal Touch in Transport

SPEAKING at the annual luncheon of the South Western Section of the Institute of Transport in Exeter last week, Mr. James Amos, president of the Institute, and chairman of Scottish Omnibuses, Ltd., said they were told by "our modern lords and masters" that transport must pay its way, and most people would take no exception to that at all.

There was not much doubt, however, that transport, in order to pay its way, had to be carefully approached so that operational units could be of a size in which personal managerial attention could be preserved.

"In other words, you must know your men. The company itself has also to keep in the closest possible touch with the public," Mr. Amos said.

New Companies

Hammonds Removal Service (Bexleyheath), Ltd. Cap. £2,000. Subs.: D. M. Graeme and P. G. Graeme, 61 Fairview Avenue, Gillingham, Kent, sec.: D. M. Graeme.

Timperley's Coach Subsidiaries (Blackpool), Ltd. Cap. £100. Dirs.: H. Hackett and R. Hackett, 15 Palatine Road, Withington, Manchester 20. Sec.: R. Hackett. Reg. office: 123 Oxford Road, Manchester, 1.

Riverside Garage (Market Deeping), Ltd. Cap. £2,000. Dirs.: S. W. J. Edwards and S. M. Edwards, 68 Church Street, Market Deeping. Sec.: S. M. Edwards. Reg. office: Stamford Road, Market Deeping.

Lowe (Paddock Wood), Ltd. Cap. £1,000. Dirs.: E. J. Lowe, E. M. Lowe and A. A. E. Lowe, 35 St. Andrew's Road, Paddock Wood. Sec.: E. M. Lowe. Reg. office: 35 St. Andrew's Road, Paddock Wood.

Lincoln Commercials, Ltd. Cap. £2,000. Dirs.: L. A. Wilson and B. Wilson, 5 Middle Street, North Hykeham, Lincoln. Sec.: H. Williams. Reg. office: 77 Moor Lane, North Hykeham, Lincoln.

A. F. Bealt, Ltd. Cap. £10,000. Dirs.: A. F. Bealt and E. Bealt, 10 Tivdale Street, Tipton. Sec.: E. Bealt. Reg. office: 10 Tivdale Street, Tipton.

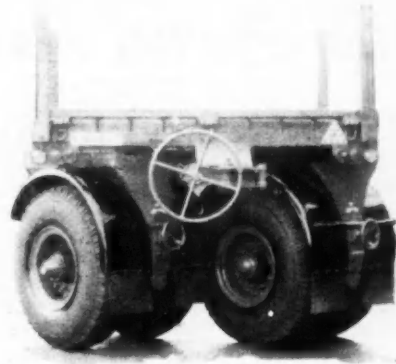
Equipment Carriage, Ltd. Cap. £250. Dirs.: J. R. Gregson and S. M. Gregson, 147c Queens Drive, Putnoe, Bedford. D. J. Perkins, 42 Larkway, Brighthelm, Bedford. Sec.: J. R. Gregson. Reg. office: 59/61 Harpur Street, Bedford.

R. A. Mathews (Haulage), Ltd. Cap. £100. Dirs.: R. A. Mathews, 28 Middleton Avenue, Hove; B. W. Powell, 40 Boswell Hill, Rowlands Castle. Sec.: B. W. Powell. Reg. office: "Letcombe House," Horndean, Hants.

Reliable Haulage, Ltd. Cap. £100. Subs.: S. H. Lucas and F. A. Dean, 6 Surrey Street, London, W.C.2. Sec.: S. H. Lucas. Reg. office: 6 Surrey Street, London, W.C.2.

Davis and Cannon, Ltd. Cap. £500. Dirs.: T. J. Davis, 26 Clayton Crescent, Brentford, Middx.; C. V. Cannon, 19 Richmond Road, Twickenham, Middx.; I. G. Flintham, Flat 3, 75 High Road, London,

A feature of two new 19-ton two-axles-in-line suspension bogies supplied by Cranes (Derham), Ltd., to British Road Services for carrying long indivisible loads of up to 35 tons is that the pairs of wheels can be steered through 40°. The bogies are fitted with hand-steering mechanism, and two Crane ball-bearing turntables are incorporated. Michelin Metallic G.20 tyres and Girling 15½-in. x 6-in. brakes are fitted.



Bus Pay Demands Presented

From our Industrial Correspondent

LEADERS of the municipal and provincial company busmen made a surprise move last week in their claim for higher pay and better conditions. Instead of awaiting the outcome of last Friday's talks between London Transport Executive and the London busmen, they dispatched their claims to the two negotiating bodies, the National Council for the Omnibus Industry and the National Joint Industrial Council for the Road Passenger Transport Industry.

The claim reached the N.C.O.I. a day before they were due to discuss a series of other improvements in working conditions. The employers therefore suggested that the council should adjourn for both series of claims to be considered together.

Both sets of employers were presented with the same set of demands—a "sub-

stantial" increase in pay, and time and a half for Saturday work.

It is also largely the same claim as that presented by the London men, and already rejected by the L.T.E. Friday's meeting was by way of a second attempt to wring some concessions, despite the pay pause. So far, all the L.T.E. representatives have been prepared to offer is a "scarcity allowance" for drivers and a joint committee to investigate the possibility of reducing week-end working.

Meanwhile, drivers and conductors at Hornchurch L.T.E. garage have threatened to strike on Christmas Eve and Boxing Day over schedules, which, they claim, would mean longer working. The schedules were agreed by a negotiating committee of busmen, but London busmen have long argued that Christmas working should be voluntary.

If the Hornchurch crews persist, other garages might join them. The whole question is likely to be thrashed out at a busmen's delegate conference next Monday.

Licensing No Cure-all

AFTER nearly 30 years of operation the goods licensing system had still failed to achieve the state envisaged by its sponsors, said Mr. W. Farnorth, at the December meeting of the Institute of Traffic Administration at Manchester on Monday. The drift of traffic from the railways had continued, there was severe competition within the industry and bad clearing houses were still in existence. The C licensees continued to hold the dominant position in the industry.

The value of the licensing system in sustaining the goodwill of the individual business was stressed by Mr. J. Backhouse who reviewed its advantages from the angles of the public, hauliers and the customers. Discussing the working of the plan, Mr. Backhouse agreed that the tendency was for a closed shop to be created, a situation about which there were bound to be differences of opinion.

UP ON SUNDAY

INCREASED fares for Aberdeen City Transport were granted last week, with effect from Sunday.

No Need to Fear Streamlined

By W. HIGHAM REID

THE Government's Bill to strip the railways of their administrative burdens, to give them what is thought to be a more realistic form of management and to remove the shackles of the protection of the public against a one-time monopoly transport system, had barely passed its second reading when whimpers of the awful consequences to road transport were being heard. There has been no time for them to become anything stronger but sufficient for the believers in free enterprise to see doom in their own doctrines when it is put into the hands of their competitors. Where does road transport stand and where should it stand, in the consequences of its own creation?

The chief cause of the decline of the railways is the internal combustion engine. What was once a monopoly has been eaten away by the skill and development of what was, until recently, an ever-expanding constituent of the economy . . . the motor industry, private and commercial. The national benefits that have grown from that development are never set-off against the mounting railway losses as a credit, so that the fortunes of the railways stand out in ignominious conspicuousness. The railways, once the entire transport system of the country, are now only part of it, an uneasy co-existence with road transport which, so far as freight is concerned, means a share amounting to something less than half of the surface-carried traffic.

In a sentence, so to speak, the railways, since the thirties of the last century, gradually attracted most of the traffic from other facilities and now are experiencing the very same treatment themselves. There is no need for apologies or qualifications on anyone's part, but the commercial user of the roads cannot stand by and say that his preferences are not responsible for the position of the railways today.

Same Pattern

The pattern has been the same throughout the world and because of the mass and tangle of the statutory background of the railways, attempts to arrest the bleeding have lagged behind by a decade at least, while the free enterprise permitted to both public and private carriers, A, B and C licensed transport, has gone from strength to strength and still shows no sign of anything but an upward tendency. The wind has been set fair behind them, save for the few years between 1947 and 1953. Very nearly 50 years of solid road transport development accompanied by a corresponding decline in the fortunes of the railways.

With such a handsome start in life, it ill becomes the beneficiaries in middle life to bemoan a very much belated dose of adrenalin to a well-nigh expired competitor who has been strangled by the processes of his own early prodigy. Better far, perhaps, to study and profit by the lessons of commercial life.

To most people born since the turn of the century, the seeming legalistic rigmarole that surrounds everything that touches upon the railways is neither understood for what it was intended to do nor comprehended in its consequences. There is a happy reference to some sort of rate tape somewhere.

The truth is that the railways with their fantastic growth in the mid-nineteenth century . . . a growth by no means less rapid or remarkable than the internal combustion engine revolution of our own times . . . acquired such powers by statute that the same means had to be employed to protect the public from all the possible excesses of a monopoly.

n12

Our disadvantage is that, not having lived in those times, comprehension and appreciation is made almost impossible. The whole body of law governing rates and charges, the common carrier and the rights and duties of a railway system, grew up in a century of tremendous transport development very nearly from pack horses to fast freight trains. The public had to be protected from all the obvious evils that sprang from such money-spinning powers.

The law is turgid and slow moving, often a quarter of a century behind its times, if time is measured by public opinion. The railway management and administration may be accountable for 10 of them, perhaps more, through its shuttle-cocking committee cogitation producing facts that are out of date by the time their analysis has been interpreted. This, of course, is to some extent true of non-nationalized industry but in none that I have discovered has the process progressed to the pinnacle of perfected uselessness that it has in the railways.

Protecting the Public

It would have been no worse than it is in private industry, had the railways not to carry this century-old burden of recording everything, in case from some obscure and perhaps forgotten statutory requirement they would either have to answer to Parliament or appear in some action against themselves. The railways always panic to a question in Parliament in the same way that the Ministry of Transport does.

All this, then, is done in the spirit of the protection of the public and very necessary it was during the greater part of the time that was both applicable and effective. The trouble started when the monopoly crumbled and the protection of the public was no longer necessary in quite the same ways. The public is protected now by the competitive co-existence of the road transport industry. So long as there is competition the monopoly is dissolved in it, but the burden of the statutory protection of the public interest is insoluble in anything except new legislation.

When competition is free the competitors must be on equal terms. The public interest now is not that the railways shall be fettered but that they shall be as free as the road transport user whether he is a public carrier or a C-licensee. The public wants and needs the cheapest transport that it can get, consistent with the best service that is reasonable. The principle is not alien to the views of the manufacturer, who is usually a C-licensee as well. He wants cheap transport no less than the public in general.

Legal Red Tape

But the buyer of transport, whether of vehicles for his own use or of the facilities of other carriers, will not get the best and cheapest of alternatives if they are enmeshed in a century-old dusty web of so-called legal red tape. The Transport Bill is doing something to that end.

It is enabling the railways to do what any other trader would wish to do, to run its business in the manner most likely to achieve profitable results. The burden of the cost of sustaining unwanted services has not got to be kept alive and become part of the charge of freight movement for the manufacturer to pay. His need is that the traffic carried for him shall be at the cost of its movement, not that figure plus a tax for his unwished-for share of an unwanted service.

Obviously, in turning away traffic that is unprofitable the railways will cause some irritation to some traders and for that matter, to some hauliers too. But "traffic

Railways

A Period of Competitive Equality at Last?

creaming" has been the unquestioned right of every sender and will continue until this Bill becomes law. Then it will have to stop. The railways will then be able to pick and choose just as the trader and the road haulier have done. Let us hear no pecking whimpers now that all of us are in the same happy position of being able to accept or to refuse when the dirty, the bulky, the small, the remote or the quite unreasonably uneconomic delivery comes along.

Inhibited and Unimaginative

The competitive position of the railways has been so weakened by burdens that it has become inhibited in the spirit and character of the organization. This in turn has provided excuses for unimaginative thinking and an obsession against the causes of it. Over the years, the most commonplace comments and assessments of the railways' road competition have been constantly in the annual reports and one suspects that far too much time has been wasted upon excuses rather than on effective contemplation of its competitive resources.

The providers of road services should not then begrudge the passing of the days of unequal competition but welcome them, first as a possibility of providing new, better and cheaper means of the movement of certain classes of traffic between places chosen by the railways. Secondly, it will force the road transport industry as a whole to reappraise the national facilities and perhaps produce a pattern of operation better than anything that exists now. There is a great deal of wasteful operation today amongst all classes of road operators. The streams of traffic released by the abandonment of the common carrier obligation of the railways may fill in gaps or create them. It may make for better two-way loadings or may not. It may create a need for more licensed tonnage for hauliers and more C-licensed vehicles for the ancillary user. It might even force the C-licence operator to want fewer. It is all in the melting pot for a reboiling, sublimation and clarification.

One apprehension seems to be the continuing likelihood of the railways being ever-present in the traffic courts to prevent carriers' licences being increased. No doubt they

will, but this must be to a decreasing extent and to even less effective result. Their abandonment of the common carrier obligation will make it extremely difficult for them to fill in their forms of objection with the past certainty of the provision of existing facilities whether used or not. They will never be able to assert that any particular traffic will be accepted. Their court clerks will never be able to know what their station masters at the goods depots will be doing from one day to the next. On one, they may accept a consignment of 500 cubic feet to the ton, on the next perhaps not. Altogether, the railway witnesses at these public inquiries will find themselves in an intolerably embarrassing position. Not so the railways themselves, for in their joy of being able to pick and choose they will be in the happiest of uncertainties. They will even be able to do something for one customer but not do it for another. In the end, the railways may prefer to invest their large traffic court expenditure in something less unprofitable.

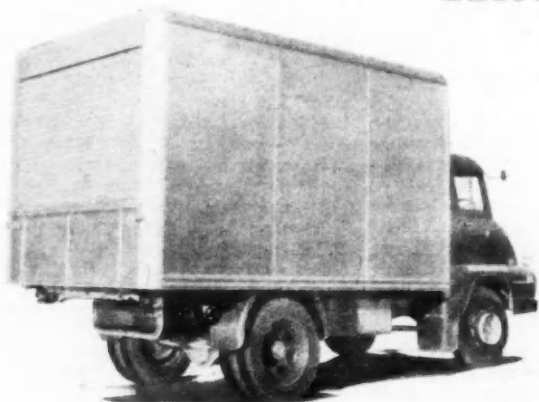
Adopting Railways' Orphans

On the other hand, every traffic abandonment by the railways will cause a road adoption of the orphan which, in itself, will be sufficient to make a *prima facie* case for a haulier to get more vehicles even though he might have preferred the railways to keep the traffic.

Road transport may be in for a difficult time, whether it is provided by manufacturers or traders themselves or by public carriers, yet the solution of the railways' problems could benefit them all. The fact that the discovery of a solution by the railways will cause a problem for road transport is no cause to whimper but to meet the changing pattern of demands with the enterprise of the past. Merely to take the place of the railways and fear the likelihood of unfair consequences or competition from them now that their turn has come, would make it seem that road transport is not so secure in its own self-confidence as might be supposed. That cannot be true.

The final answer must inevitably lie in the provision of the best possible service. There seems to me to be no reason to believe the railways will do any better on this score than they have up to now. Road will still be best.

New Range of Body Kits



DEVELOPED in collaboration with Alcan Industries, Ltd., a new range of four Altrasec light-alloy body kits is offered by Alloy Transport Sections, Ltd., 24-30 Clement Street, Birmingham, which are based on standard sections designed for ease of assembly. With a common width of 7 ft. 4 in. and height of 6 ft. 6 in. the bodies are available in lengths of 12 ft., 14 ft., 16 ft. and 18 ft., with capacities of 530 cu. ft., 620 cu. ft., 700 cu. ft. and 800 cu. ft., respectively, and are suitable for payloads up to 8 tons. The kits are marketed at a highly competitive cost.

Basic body features include extruded main frame members, front end and roof, exterior panelling, rub rails and floor cross-bearers, the last-named being available as medium-duty or heavy-duty members. Underframe longitudinal members are supplied to suit users' requirements, and optional extras include floors, wheelboxes, full-length rear doors, roller shutters, standard doors and tailboard, side door, canvas curtains and interior linings. Alternative types of aluminium floor are available and also hardwood and softwood timber floors. Bolts or rivets are used throughout the structure.

Based on standard sections and designed for ease of assembly, Altrasec body kits are available in four sizes. The body shown is mounted on a Thames Trader chassis and is equipped with roller shutters at the rear.

The ECONOMICS of HAULAGE

Profitability is the yardstick of efficiency, says P. S. Henman in Henry Spurrier Memorial Lecture

THE vital contribution to the national economy made by transporting goods by road was the theme of the 17th Henry Spurrier Memorial Lecture delivered to the Institute of Transport in London on Monday. The author was Mr. P. S. Henman, M.Inst.T., who is chairman, Transport Development Group, Ltd.

Under the title "The Economics of Goods Transport by Road," Mr. Henman dealt comprehensively with the road haulage industry in its dual task of serving the community and making a proper return on the capital employed in its undertakings.

The basic yardstick of efficiency was profitability, Mr. Henman insisted, and added that this yardstick had not only affected the growth of the haulage industry and pattern of development but also remained a compelling and energizing force. It ensured the community an efficient, competitive transport service at a reasonable price.

But if the industry was to maintain its supremacy, even though the pattern was changing markedly, its structure must remain such that the competitive stimulus continued to do its work. Moreover, the close relationship between the haulier and customer, which was the great strength of the industry, must be preserved.

The importance of costing could not be over stressed, declared Mr. Henman. Armed with this knowledge it was then possible to ensure that services were provided without waste and with effective use of capital employed. The yardstick of profitability must be regularly and continuously employed whether the proprietor was shareholder or tax-payer. There was no other sure guide.

Disastrous Confusion

It was little short of a national disaster that in some fields of transport operation the pre-eminent requirement of profitability had been overridden in a welter of cross-subsidization. There was a vital need to make every employee in transport cost- and profit-conscious.

In tracing the growth of road haulage Mr. Henman pointed out that there was no field of activity into which it did not enter. In addition to offering door-to-door services over all distances, it acted as an ancillary to practically all other forms of transport, being indispensable for terminal services at docks, wharves, railheads and airfields.

Because there might be advantages to a trader in having his own vehicles, public hauliers had to quote rates showing a substantial saving as compared with the trader's own costs. The haulier could only do this if, by greater use of vehicles, he could reduce the cost of his overheads

per mile and obtain a better load factor. Moreover, the size of the haulier's operation might make it possible for him to obtain supplies on favourable terms.

In comparing ancillary transport and professional haulage Mr. Henman said it was important to keep the picture in perspective. The vast majority of C-licence vehicles consisted of small vans engaged on local deliveries. Long-distance transport was almost exclusively the sphere of professional hauliers, and traders who operated maximum-load vehicles did so mainly because special types were required for their particular businesses.

Increasing Rigidity Deplored

Adaptability was another important feature of road haulage and it was easy to divert vehicles from one area or route to another if traffic were more plentiful. Much of this diversion came about naturally through the sub-contracting of work from one haulier to another. It was a natural objective of a haulier to have slightly more traffic than his vehicles could handle and to rely on fellow hauliers if over-committed. These activities produced a free market for haulage services of great benefit to the consumer. For that reason the increasing rigidity which was being introduced into the goods vehicle licensing system was to be deplored.

The road haulier was subject to the activities of his own customers, operations of fellow hauliers and competition of alternative methods of transport. This intensity of competition, Mr. Henman claimed, meant that economies in operating costs were rapidly passed on to the consumer.

Another factor which affected the outlook of the haulage operator was the way in which his expenditure varied relative to work performed. In a long-distance fleet a typical apportionment expressed in percentages could be:—driver's wages and expenses, repairs, tyres and fuel 61 per cent., depreciation, licences, insurance and overheads 29 per cent. and profit 10 per cent. With a short-distance fleet, wages alone could approach 50 per cent.

A large ingredient of hauliers' expense was represented by fuel, tyres and spares. But the markets in these commodities were not as free from restraint as was the market for hauliers' services. Despite the activities of the Monopolies Commission and the Restrictive Trade Practices Court, hauliers would like to see much greater competition for their patronage between suppliers. In this sphere the small haulier was at a substantial disadvantage. So long as haulage remained an industry of very many small units, it would modestly prosper when

times were good, Mr. Henman claimed, and would be more hard hit than most in times of depression.

Road haulage offered an essentially individual service. Whilst very few customers saw the engine, airline or ship's crew, some employee of all customers must meet the driver of the road vehicle which collects or delivers their goods. This personal contact was one of the principal advantages of road haulage over competitive forms of transport.

It was no coincidence that advertising rarely sold goods transport services. Traditionally, work was secured by canvassing and creating a personal link of understanding and confidence. The needs of transport users were infinite in their variety and could not be met by a uniform service, however efficient.

The individual who manipulated or operated a fleet was, or should be, the key figure in the organization, but his importance was frequently underrated. If he were relegated to the status of a clerk his whole function was debased. He should be the direct bridge between customer and driver.

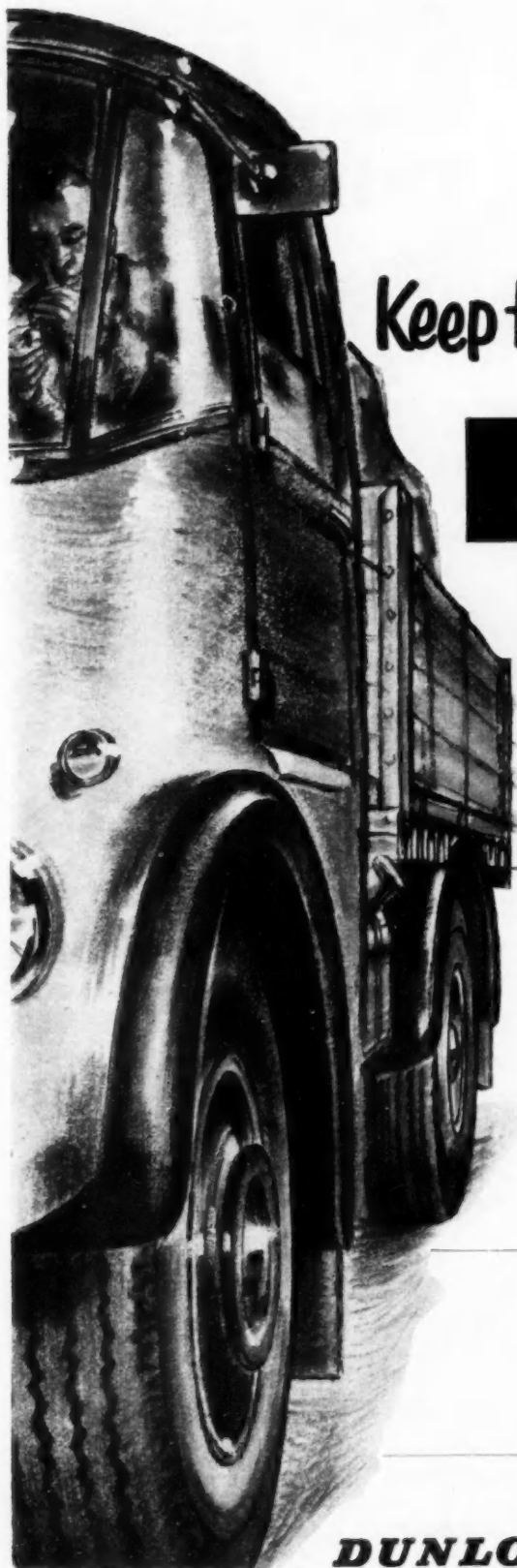
But the number of vehicles for which he was responsible should be limited. On dock collections, deliveries and intensive short-distance work, it could be no more than 20 vehicles. On trunk services it could be considerably more depending upon the type of traffic and extent of feeder services.

Optimum Size

Overall units should not be larger than would require two or, at most, three operators each concentrated on different aspects of the unit's service. This led to the conclusion that the optimum size of a general road haulage unit lay between 50 and 100 vehicles. This would be of sufficient size to support competent, well-paid executive and administrative staff, to have adequate fuelling and repair facilities, and to handle the day-to-day requirements of the larger organization. Few privately owned haulage concerns had, Mr. Henman added, grown much beyond this size.

There had been a progressive improvement in drivers' operating conditions and scope for improvement remained. In isolation drivers' basic rate of pay for 42 hours appeared to be low. In practice many employers made extra payments for a guaranteed minimum number of hours, but where this did not happen the driver organized himself so that payment had to be made for an 11-hour day. In many cases, with proper organization, the work could have been done in eight or nine hours and the driver could have enjoyed more leisure with the same income.

Labour in the industry was now much
(Continued on page 667)



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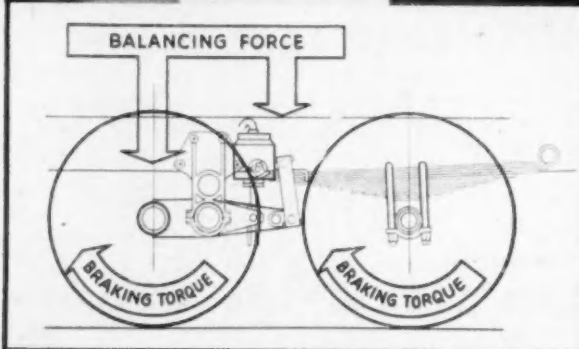
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(Continued from page 666)

more organized than before nationalization. Many private enterprise hauliers were now somewhat contemptuous of the old procedure involving "hire and fire." Younger men in management, who had had some experience of the nationalized undertaking, were bringing a more enlightened outlook to bear.

It was in the interests of road safety that the professional driver should be respected. Statistically it was known that a long-distance driver under 25 had a higher ratio of accidents, as well as increased vehicle maintenance costs, as compared with the more mature and experienced driver who had developed a sense of responsibility. The community would benefit by limiting employment on long-distance driving to experienced drivers who had attained the age of 25.

A survey of accident records showed that a large proportion involving goods vehicles occurred in the vicinity of the makeshift transport cafés which existed today. There would seem no reason why transport drivers, through their unions, should not set up a chain of good cafés and night resting places. It would not be unreasonable to expect financial assistance from employers, whilst the Ministry of Transport and local authorities could help in providing parking areas for commercial vehicles so that drivers could get adequate rest with their vehicles in safety.

On the managerial side, a knowledge of road transport could not readily be obtained from reading and economic studies. Practical application to day-to-day procedures and operation was vital, although a wide education was a desirable background. As the industry became more compact and larger groups of companies emerged, a security and opportunity for advancement would be afforded and a better calibre of managerial individual thereby attracted and retained.

Regarding licensing, Mr. Henman said that in the road transport industry there was a widespread feeling that in recent years legal interpretation of relevant statutory provisions had diverged very considerably from the main intention of licensing legislation. There was criticism that the issuing of B licences to solely professional hauliers was a distortion of the Act, as were recent interpretations of "normal user" provisions. In some areas hauliers had been punished because, due to changing circumstances, they had been unable to carry on doing the work they originally intended. It was pertinent to inquire if a reappraisal of the licensing system was not due.

The whole body of case law relating to objections to licences should be abolished, Mr. Henman stated, and a new beginning made.

A haulier's vehicle was not a status symbol as was a private car. It was a work horse and must earn its keep. Yet the cost of repairing minor accident damage, Mr. Henman said, was incredible. The manufacturer who would design a vehicle affording ease of maintenance and low cost of repair would be welcomed.

"Ban Through-goods Traffic" Says B.R.S. Chief

THE licensed operator should be limited to stipulated routes, for instance by-passing towns (where such roads have been provided) if his vehicles do not have to collect or deliver there. Issue of a carrier's licence could well depend on the provision of adequate premises from which the transport could operate. These two revolutionary suggestions were made last Friday by Mr. T. G. Gibb, chairman of British Road Services. He was giving a paper, "The public carrier in Great Britain," to the Northern section of the Institute of Transport in Newcastle.

Although the pattern of transport had remained constant for the past 25 years, said Mr. Gibb, the detail had undergone remarkable change. Private transport, a completely new factor, had emerged. The unsettled state of transport generally since 1948, particularly on the political front, had no doubt stimulated this remarkable growth. But there was little evidence to suggest that the trend would have been any different had the ownership of the major part of the nation's transport network not been an issue.

"Do-it-Yourself"

How were all these changes going to govern the pattern of transport? Industry was dispersed throughout the land and depended on transport as the connecting link. Was it likely to be satisfactory to allow a public transport system, road or rail, to slide into disuse merely because a percentage of the users wished to adopt a "do-it-yourself" policy whenever it suited them?

The country was now wanting the best of all worlds, and this was something that could only be had at an unreasonably great and unpayable cost.

What was apparently wanted were frequent, fast trains between all points, bus services giving frequent service between every town or hamlet, and an unlimited supply of road haulage to take any consignment anywhere at a moment's notice. But all these facilities were to be used only when the family car was not available, or the trader's lorry was otherwise engaged.

On Tap

At the same time it was reiterated that these services, which must be there on tap, must also pay their way while, again, if public opinion was to be the criterion, their charges were already exorbitant and any suggestion of increase must be fought off like the plague.

It was not his intention, said the B.R.S. chairman, to argue that there should be limitations on the individual, whether person or firm. It would be a sad day if anyone were prevented from running his own car or lorry in his own interests. But everyone should know and understand what was happening and

what, in the majority view, was desired to happen.

As an industry grew; some law and order must be achieved, and it was clear that the carrier by road must be prepared to accept some rules which ought then to be obeyed.

Road congestion had become a major problem. It seemed reasonable to suggest that a licensed operator should be limited to the use of such routes as would enable him to transport his goods from point to point. For instance, the by-passing of towns, wherever by-passes have been provided, should be enforced on all those commercial vehicles not having to collect or deliver within the town concerned.

The restriction should be imposed through the holding of a carrier's licence. The issue of a licence could well depend, not only on there being a need for transport but also on the provision of adequate premises from which that transport would operate, so that each carrier would have to be self-supporting and not reliant on public places in which to conduct his essential work.

Conversely, carriers should then expect a reasonable return to conditions in which they could perform their duties. Roads were built for the movement of goods and passengers, not as car parks. There was a need to get back to this basic thinking. The great problem was not so much road v. rail as public v. private.

Regulation Reasonable

Today, could anyone seriously maintain that, with such an availability of private transport of all kinds, some regulation of fair competition between rail, road and water was not reasonable? How else could the industry, and particularly the road haulage industry, attain a satisfactory standard of service to the public combined with good employment for its workers?

To say that a licensing system should be preserved was not to say it should remain unaltered. There were grounds for thinking the original law had become too exacting. An A licensee, fettered with limitations (particularly those relating to normal user), was hardly a general carrier any longer. As the industry sorted itself into larger units, licensing to an exact weight based in an exact spot would seem to be both burdensome and wasteful. Alternatives there certainly were, and the system seemed to be well overdue for revision.

Carriers would continue to develop their own wares and make them even more attractive, but they would not be able to do so if they were neglected and treated as an occasional convenience. In the end, it must be in the interest of the public itself to make full use of an industry which comprised one of its most valuable assets.



This Alexander-bodied Leyland Royal Tiger was another conversion from bus to coach, and is seen outside the Palace of Holyrood House, on the "Castle, Cathedral, and Palace" tour.

By
Ashley Taylor,
A.M.I.R.T.E.,
Assoc.Inst.T.



A director of the Junior Chamber of Commerce, Mr. D. M. McGlynn, of the Westfield Autocar Co., Ltd., has been the scheme's "king-pin" for the past four years.

THE Edinburgh Festival, held in the latter part of August and early September each year, is an international gathering which provides opportunities to enjoy music and other forms of art, to see a military tattoo and perhaps to participate in tours of the Scottish countryside. But all of this might sometimes leave the more thoughtful visitor wondering whether Scotland's capital has any significant function other than catering for the tourist. For many years Edinburgh Corporation Transport Department has excelled in providing city tours which must go a long way towards satisfying the holidaymakers' interest in their historic surroundings.

Less well known is the fact that Edinburgh is, during the Festival, well organized to show something of the inside story of its industrial activities. The demand for planned industrial tours within the three-week period is

Edinburgh's Industrial

considerable, but those providing this introduction between local industry and the world at large must needs gang warily for there is good reason to fear that the response might easily become overwhelming.

When I started to examine the work that has been done in this connection I discovered a remarkable thing. The only road to success, even when arranging the most attractive visits to local commercial undertakings, is to lay on a bus or coach. Apparently on the one occasion when the public were offered an interesting tour that started only 200 yd. away from the normal meeting place, there was an extremely chilly response. To draw the public it has to be a coach trip or nothing, so daily throughout the Festival some of the white Edinburgh Corporation touring coaches co-operate in carrying out a programme that presents local industry to people of many nationalities.

In general, the success of the industrial tours programme at Edinburgh suggests that there can be few more popular ways of spending a spare afternoon than watching other people at work. This seems to be a point which could well contain a lesson for many municipal undertakings that are less fortunately placed in the matter of visitors than the Scottish capital for, taken over the season, quite a number of the passengers turn out to be local residents.

The whole idea was started up some nine years ago when the European Congress of Junior Chambers of Commerce was paying an official visit to the city, a series of special trips then being arranged so that something could be seen of local industry. In this way some 18 typical Scottish



This Albion Aberdonian with Alexander all-metal body was converted to a coach after initial operation as a 45-seat bus.



Edinburgh Transport's tours of the city start near the Scott Monument in Princes Street. The Leyland-built bodies on these Royal Tigers have been converted by the transport department from rear-entrance buses to front-entrance coaches.

Tours Attract Capacity Loads

business or national enterprises are now annually projected before interested visitors.

The organization of this aspect of the Festival activities is in the hands of the Edinburgh Junior Chamber of Commerce, the service licence being acquired and the buses being supplied by the city's transport department. Scottish Omnibuses, Ltd., comes into the picture with coaches for those tours running outside the municipal boundary, such as that to Queensferry to inspect construction of the magnificent new Forth Road Bridge, or to the Distillers' Agency Ltd.

Responsibility for running the coaches remains with the corporation who charge a flat fare of 3s. for all such trips, there being no financial obligation on the Junior Chamber of Commerce on the score of transport. The actual running of the scheme is undertaken by the Chamber; the organizer, who has been the plan's "king-pin" for the past four years, being Mr. D. M. McGlynn of the Westfield Autocar Co., Ltd., one of the directors of the Junior Chamber. He is the one who must first find about 15 companies each year who are willing to show substantial parties around their establishments and who have processes that are both interesting and easily understandable to the general public.

When the programme for the season is complete the bulk of the organizer's work still remains to be done. There is liaison with the companies concerned to settle details of arrangements that are to be made, one proviso being that the time spent within the establishment shall be around 1½ hours, thus fitting in with the general plan of the pro-

gramme, which is based on daily departures at 2.30 p.m. prompt and an overall trip time of 2½ hours.

Volunteers must be found from among the Junior Chamber members to provide a guide for each vehicle and, nearer the time, publicity material must be circulated to the main city hotels, and advertising arranged. The matter of publicity is of great importance since the scheme is especially directed towards people who will be making only a brief stay in the district. Seats are bookable without immediate payment a week in advance of each tour, every endeavour being made to give the co-operating companies an accurate forecast of the numbers to be expected.

As will readily be appreciated, both the Chamber and the individual concerns regard each passenger in the light of a V.I.P. so the organization aims to avoid any rush of unheralded visitors who might dislocate the arrangements. Thus the programme is planned on the basis of one coach per tour, there being a single tour on Mondays, Tuesdays, Thursdays and Fridays with two on Wednesdays. A high loading factor is achieved, but to avoid disappointing any last-minute arrivals cars are occasionally employed to help out when the allotted coach is full.

Industrial bus tours carried out by Edinburgh during the past season have included in their destinations W. and M. Duncan and Co., Ltd., chocolate and confectionery manufacturers; McVitie and Price, Ltd., biscuit makers; Drybrough and Co., Ltd., brewers; A. W. Buchan and Co., Ltd., pottery manufacturers; T. Wall and Sons, Ltd., ice cream manufacturers; the Royal Blind Asylum and School, where

bedding, brushes, cane furniture and knitwear are made; Melroses, Ltd., tea and coffee merchants; Wm. Crawford and Son, Ltd., biscuit manufacturers; the Leith Dock Commission with its harbour works; Munrospun, Ltd., knitwear and hosiery makers; also the Edinburgh Crystal Glass Co., Ltd.; Scottish Brewers, Ltd.; the Distillers' Agency, Ltd.; and the Forth Road Bridge. Whilst a certain number of changes occur from year to year, some of the undertakings concerned have co-operated in the scheme since its inception.

Picking-up point for the industrial trips is Waverley Bridge, immediately off Edinburgh's famous Princes Street, a spot which is well known to visitors, being the departure stand for the corporation's extremely popular sightseeing excursions. Whilst posters in the city advertise industrial visits in general terms, corporation officials are always available in the vicinity to deal with inquiries from prospective passengers regarding the establishments to be seen on any particular day.

At 2 p.m. the representative of the Junior Chamber of Commerce allotted to the particular occasion will be waiting at Waverley Bridge to see his passengers settled in the vehicle. Normally 15 minutes are allowed for the outward journey during which the guide on the bus explains the programme and generally puts his party in the picture.

At the destination he hands over to the hosts, helps them to divide the bus load into suitably sized parties and follows round to assist in keeping things moving and in gathering in any stragglers. Unless there is good reason to the contrary, the guide will ensure that the driver of the bus is included in the party going round the factory, not only with the object of securing his goodwill but also to give him some background information in case he should in future need to deal with inquiries from holidaymakers in the city.

Volunteer Guides

Much of the success that has attended the industrial tours plan must be ascribed to the good work put in by the Junior Chamber's volunteer guides. After a works tour has been completed and any publicity material or souvenirs distributed, the guide will thank the representatives of the company in front of the party before shepherding his charges back to the bus.

The vehicles employed, normally being of the touring class, are fitted with amplifying equipment and the return journey is extended so as to constitute a short sightseeing tour. For this reason the corporation issues a fully detailed route to the drivers for each visit.

Before the season's programme is drawn up, the Junior



Among the modifications carried out in converting the Leyland Royal Tiger buses to coaches were the use of more luxurious seating, a hinged entrance door and re-positioning of destination indicator boxes.

Chamber gives very careful consideration to the detailed reports that have been submitted by its guides on the previous series. The representatives concerned will explain whether a visit was of interest to both men and women and whether the main group was adequately split up for the works tour.

As anyone who has been responsible for such facilities will know, one of the difficulties liable to arise is that the noise of running machinery may drown a factory guide's explanations and the Chamber's representatives are specially asked to comment on this matter. From some of their reports it is clear that hand amplifiers are coming into increasing use on these occasions and in this way the problem is being overcome. Sometimes the representatives' reports urge that longer time should be allowed for the inspection of particular establishments, the party having found that they had to hurry past some of the more interesting processes.

At one time or another practically every principal nationality seems to have been represented among the passengers on the industrial tours although Americans are recorded as being outstandingly keen on this facility. Having sampled the scheme once during a Festival, visitors quite often appear again the following week or perhaps even the following year.

In the main the operational story is one of consistent capacity loads and of occasions when, regretfully, many people have had to be turned away. There is no doubt that the service provided by the Edinburgh Junior Chamber of Commerce, in conjunction with the Corporation Transport Department, has helped to fill in much important detail in the image of the Scottish capital that is carried away by the discerning tourist.



This Leyland-M.C.W. Olympic was also converted from a rear-entrance bus to a front-entrance coach.

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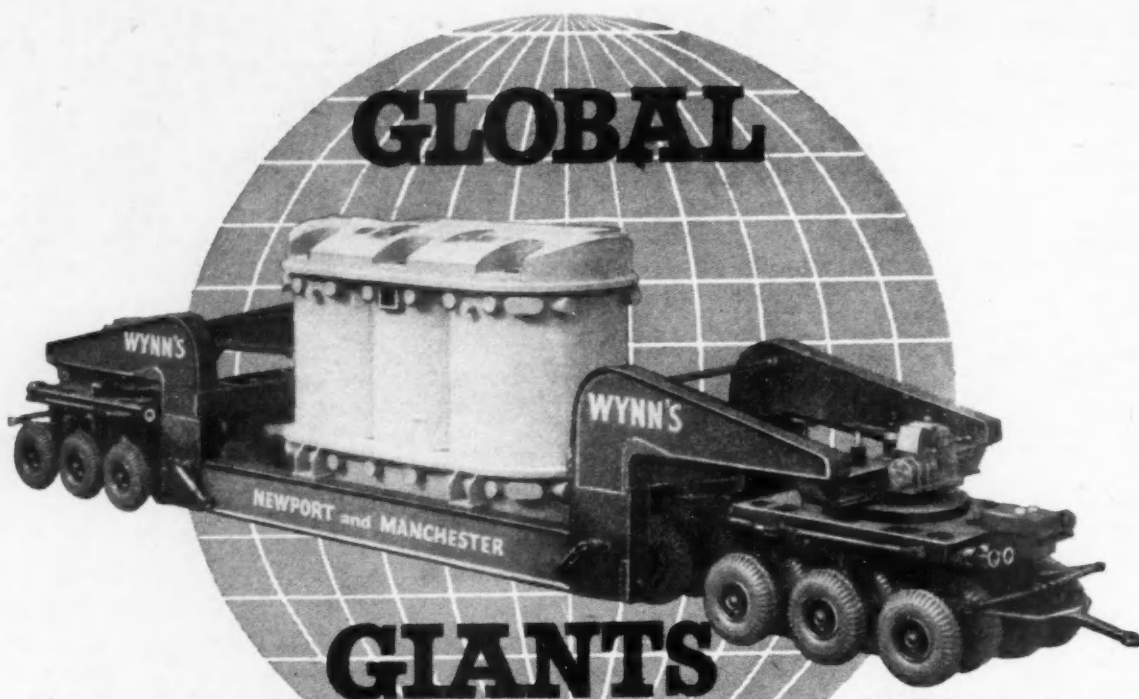
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COMMENTARY

by JANUS

TOUGH LEGEND

SYMBOLS often have a longer currency than the things they represent. In fact, they may develop a life and a usefulness of their own. For example, the secretary-general of the Road Haulage Association, Mr. G. K. Newman, has recently said, cautiously enough, that the day of the small, rugged individualist in the road haulage industry may be beginning to fade. At a time when, for a variety of reasons, a number of profound changes may be expected, the statement is opportune. The promise and the challenge of the future may seem nebulous unless there is something with which to compare them, and the image of the small, rugged individualist provides just such a basis.

It is arguable whether the image corresponds, or has ever corresponded, to reality. In the early days of road haulage, immediately after the First World War, there may have been some remarkably rough diamonds with no use for their fellow operators. The evidence for their existence is not strong, and in any case they either went out of business or established at least some degree of co-operation. The extent to which hauliers work together has, or so it would seem, been consistently played down both by their supporters and their opponents.

Whether this is so or not, the symbol of the small and rugged man has proved potent and enduring. The entire licensing system created in 1933 is a monument to it. While the railways were complaining bitterly of the havoc caused by the rough and independent pioneers—one railway spokesman coined for them the magnificent Victorian description of a "disorderly rabble"—the actual representatives of the hauliers who gave evidence before the Salter Committee seemed to be well organized. It is true that they also tended to accept the railway picture of a horde of lawless operators cutting each other's throats beyond reason, but it could also be said that hauliers have redrawn the same picture year after year subsequently, and may well continue to do so for another 30 years.

THE symbol played its part in shaping nationalization. The assumption of the Labour Government was that they were bringing order out of chaos. By the time they had realized their mistake, it was too late to admit the fact. Oddly enough, they feared the image of the unorganized haulier that they had conjured up, while pretending to despise it. In so far as he remained independent, they insisted that he must keep within a radius of 25 miles. So closely were they following their own legend that, or so it would appear from their recent public statements, they overlooked the growth of the C-licence holder.

Trade and industry were not completely emancipated from the myth. When the time came for denationalization, they too readily accepted the contention that independent operators could never provide an organized service to match that of British Road Services. The hauliers may unwittingly have contributed towards this conclusion and become the victims of their own propaganda. They were understandably anxious to prove that the small, rugged individualist, that the Labour Party had set up as an image and then demolished, was better in every way than the State-owned monolith that the Party substituted.

Inevitably, the sterile quarrel precipitated by nationalization gave the legend a new lease of life. It is evidently

still active, although it corresponds less and less to reality. Hauliers would be well advised to lay it to rest. While it remains in their minds, they are perhaps not able to see as clearly as they should what changes are taking place around them. They have no reason to object to these changes, but whether they do so or not, and however they close their eyes to the facts, the effects are bound to be felt through the road-haulage industry.

One way of plotting them would be to follow the course of events within the R.H.A. The founders of the Association in 1945 undoubtedly built a sound and workmanlike structure. All the same, they cannot have been unaffected by the concept of the small, rugged individualist, and much of their work was calculated to keep him within bounds. There was an impressively solid pyramid showing the steps from the rank and file member to the highest office.

The sub-areas are generally taken as the basic units, although even these are sometimes subdivided into districts. From sub-areas elections are made to areas and thence to the national council. The smaller executive committee of this body perhaps plays the most important part in conducting the affairs of the Association at national level, although ultimate authority remains with the national council.

THE essential strength and unity thus provided are plain to see. The structure was particularly valuable during nationalization, when there might easily have been a tendency for a less firmly based and interlocked association to fall apart. In an expansive situation such as is now promised to hauliers, the same structure may reveal not so much weaknesses as shortcomings. The average haulier, who has come to appreciate its advantages, may be too slow to accept changes. There are other hauliers, perhaps willing to take a more prominent part in R.H.A. affairs, who may find it difficult to accommodate themselves to the established chain of promotion.

One may expect to see gradual but significant changes within the Association. From the very first, the classical pyramid design was not found completely adequate. Additions had to be made, and the most important were the functional groups. Their institution was a tacit admission that certain types of operation called for special provisions, including representation on the national council.

At first the exceptions were treated merely as variations on the basic theme. The groups were to be like areas, elected from regional committees lower down the scale and appointing their own national representatives. The privilege of forming a group was guarded strictly, and restricted mainly to the operators of special types of vehicle.

Exceptions have gradually insinuated themselves. There is now an agricultural group for members serving a highly important national industry rather than using a specific kind of vehicle. There is a long-distance group, formed after denationalization, although the need for such a group was not apparent in 1945 when the Association was formed (when perhaps there were just as many long-distance operators as now). There is an international group consisting of members with a similar interest but not split up on an area basis. It may well be that one should look to the formation of new groups and of new committees within the R.H.A. for signs of the direction in which the road haulage industry is heading.



Reconciling Service with Cost

DESPITE its name the area of operation covered by Staffordshire Farmers, Ltd., comprises Shropshire, Derbyshire, Leicestershire and Rutland, in addition, of course, to Staffordshire. With headquarters at Wolverhampton, and the transport department located at Cannock, difficulties relative to labour supply and retention can prove more acute for this farmers' trading society than in more truly rural areas. Nevertheless, fleet expansion has continued alongside the overall expansion of the society, which now has total annual sales running at the rate of over three times those of the immediate post-war period.

In discussing with Mr. F. Wilkinson, general manager and secretary, and Mr. J. Birch, transport officer, how they resolve their distribution problems, Mr. Wilkinson says it is inevitable that members of a society such as theirs should expect a high degree of service from their own transport department. This was not always compatible with economic operation, and it was often extremely difficult to strike a fair balance between cost and service. Superimposed on this difficulty was the inherent problem of peak loads inseparable from seasonal agricultural traffics.

The overall transport policy, under the control of Mr. Wilkinson, is for Mr. Birch, as transport officer, to be responsible for the maintenance of vehicles. These number 206, of which 125 are commercial vehicles operated under C licence. This fleet is dispersed throughout the area, and each of the 19 branch managers are responsible for the daily operation of those vehicles allocated to them. There are four branches in Shropshire (Market Drayton, Trench, Shrewsbury and Bridgnorth), five in Staffordshire (Wolverhampton, Stoke-on-Trent, Stafford, Lichfield and Tamworth), five in Derbyshire (Millers Dale, Chesterfield, Ambergate, Ashbourne and Hatton), four in Leicestershire (Acresford, Earl Shilton, Great Glen and Lutterworth) and one in Rutland (Duddington).

In addition to the stocking and sale of feeding stuffs, fertilizers, seeds and other agricultural requirements, Staffordshire Farmers also provide a bulk fuel service in conjunction with the Regent Oil Co., Ltd., and a tractor

(Continued on page 674).



Mr. F. Wilkinson (left) general manager and secretary of Staffordshire Farmers, Ltd., Mr. J. Birch, transport officer, outside Wolverhampton headquarters.

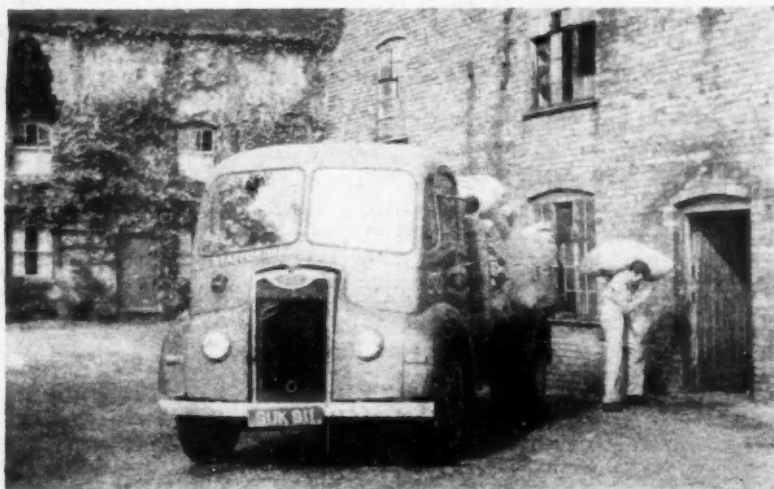
A feature of the transport maintenance in quarters at Cannock: the electrically heated floor. Body-bulk and painting, in addition to chassis repairs, undertaken (Below)



Meeting the Requirements of 9,540 Members is the Problem of the Transport Department of Staffordshire Farmers, Ltd., With Annual Sales Exceeding £4.4m.

By
S. Buckley
Assoc.Inst.T.

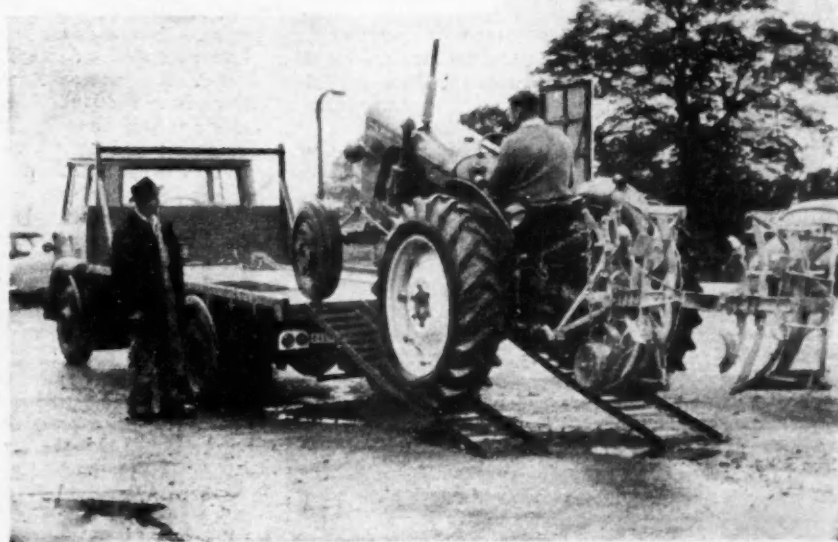
(Left) Tractors for the farm. This Guy Otter motive unit is here hauling a low loading semi-trailer built by the British Trailer Co., Ltd.



(Above) Bulk fuel distribution is another service provided by Staffordshire Farmers. This Thames Trader tanker has a 1,200 gal. capacity.

(Left) One of 29 Guys operated by Staffordshire Farmers, this Otter is here engaged on grain delivery to a Cannock farm.

(Below) A David Brown tractor being run aboard a Bedford TK 5-tonner with low-loading chassis and 16-in. wheels. It has a 16-ft. platform and an under-floor winch.





The old and the new. A Bedford 12-cwt. van fitted with Pye radio control in rural surroundings at Saredon Farms, near Penkridge.

maintenance service in conjunction with David Brown Tractors (Sales), Ltd.

This wide variety of services supplied to their members is reflected in the range of vehicles operated by Staffordshire Farmers. In addition to 67 goods vehicles there are 14 tankers, 18 mobile shops, four special-type vehicles for the conveyance of tractors and 22 small vehicles in the 5-cwt. to 12-cwt. range.

The busy times for handling of feeding stuffs and seed grain are mainly during the winter months from September to April, whilst fertilizer deliveries are regulated to some extent by the weather. Feeding stuffs are collected chiefly from Liverpool and Manchester for branches in Staffordshire and Shropshire, from Manchester, Liverpool and Hull for the Derbyshire branches and from London for branches in Leicestershire and Rutland. Transport facilities also have to be available for the engineering department centred at Cannock, whilst machinery has also to be handled at Market Drayton and Ambergate.

How Many Reserves?

Because of the nature of their traffic and the dispersion of branches throughout five counties, it is extremely difficult to determine both the number of reserve vehicles which would be adequate and economic, and also their point of location. Two spare vehicles and one tanker are, in fact, kept at Cannock to meet any emergency that may arise in the overall delivery of feeding stuffs or fuel.

Having allocated the appropriate number of vehicles to each branch, it is up to the local manager to load and route his vehicles to the best possible economic advantage, as his branch will be subsequently debited with their operating costs. Nevertheless, as a branch manager is primarily a salesman there is an understandable tendency to put service before cost when the occasion arises to meet some urgent demand to deliver to a member's farm.

In this respect it is normal procedure for the Society's representative to call on members fortnightly, but to the detriment of economic transport operation a substantial number of telephoned requests for immediate delivery have to be dealt with.

This wide dispersion of vehicles into small groups also makes complications relative to efficient maintenance. The entire fleet is operated on the policy of one vehicle being permanently allocated to one driver who is responsible for washing and greasing. Should minor attention be required

to out-based vehicles prior to their scheduled visit to the transport headquarters at Cannock for the appropriate docking, this can be undertaken by the local agent convenient to the branch concerned on authorization by Mr. Birch.

There is an annual audit of the whole organization of Staffordshire Farmers, including transport, but for internal purposes Mr. Wilkinson tells me that they also keep strict branch accounts. To these latter accounts are allocated the appropriate amounts for fuel, motor repairs and any other work undertaken by the transport department as well as the charges rendered by outside garages. All tanker vehicles, however, are charged directly to the Cannock account, as is also the expenditure incurred in the operation of spare vehicles.

An exception is made in this method of charging in the case of the two platform-bodied eight-wheelers which operate exclusively on collection of feeding stuffs from the ports for delivery to the several branches. Expenditure incurred in operating these vehicles is debited direct to the headquarters account and this is recouped by charging the branch concerned the recognized haulage rate for the job. This is readily obtainable since, in addition to operating their own ancillary fleet, Staffordshire Farmers have occasion to employ the services of both professional hauliers and British Railways.

The maintenance of stocks of farmers' requirements at the various branches is to some extent regulated by fluctuations in the market price and so, to some extent at least, prohibits scheduled deliveries on an economic basis in accordance with a set schedule.

The Exception

As with the method of accounting, the exception to the routing of the majority of vehicles on a day-to-day basis is the scheduled operation of the two eight-wheelers. Each makes five regular return trips per week. Thus the one collecting from Liverpool delivers to Ashbourne on Monday, Hatton on Tuesday, Ashbourne again on Wednesday and Hatton on Thursday, and finally Ambergate on Friday.

In 1960 a total of 72,446½ tons of feeding stuffs was sold and delivered by branches for redistribution. Home-grown grain handled totalled 25,500 tons, half of which was moved on the Society's vehicles. This quantity included wheat, oats and barley bought or sold either to flour millers, compounders, merchants or farmers. Similarly, about half of the 45,000 tons of fertilizers handled by the Society was moved on their vehicles.

Lime collection and spreading, however, is contracted out whilst 2,000 tons of seed potatoes are brought in by road haulage from Scotland. Wet grain to the extent of 6,500 tons is collected annually from brewers whilst 6,000 tons of roots, hay and straw is moved roughly in equal proportions by hauliers and the Society's own vehicles. As Staffordshire Farmers do not operate tippers the whole of the 11,000 tons of pressed pulp collected from sugar beet factories is moved either in farmer's own vehicles or by hired tippers. The Society's tankers are at present moving approximately 2½m. gallons of fuel a year.

Indicative of the overall expenditure involved in the operation of their transport department, Mr. Wilkinson tells me that the cost of licensing all vehicles amounts to £5,461 per annum, whilst repairs and renewals add £64,364, of which £29,000 is incurred at Cannock. Yearly expenditure on fuel and lubricating oil for the transport department is around £33,000 and the amount debited to depreciation £33,927. During the past year £52,205 has been paid out to hauliers.

On the development of delivery in bulk to their farmer members Mr. Wilkinson agrees that it was only natural

that each member should ask "How does it reduce my costs?" when it is suggested to him that he should provide facilities on his farm for collection and delivery in bulk. Frankly, it is hard to justify its adoption by members with small mixed farms who, in any event, do not require substantial deliveries at any one time. But it could well be, Mr. Wilkinson adds, that the absolute necessity of reducing production costs still further would compel an even greater degree of specialization by farmers. When that stage is reached there would be both a much greater need and acceptance of the benefits which transport in bulk could provide.

Other likely developments were in marketing and pre-packaging. The Society already has plans for the pre-packaging of potatoes and it is anticipated that extra vehicles will then be acquired for this traffic in a few months' time. Similarly the inauguration of centralized seed-cleaning would also require additional transport, possibly controlled direct from headquarters.

Cost of Transport

In an organization such as theirs with vehicles dispersed in small groups at several branches, Mr. Wilkinson says that it was easy to underrate the significance of this department as a proportion of the entire activities of the Society. It is pertinent to remember that after salaries and wages, the cost of transport was the greatest single item of expenditure incurred by the Society. Any economy which could be achieved in transport operation, whether internally or by the curtailment of unreasonable demands on its services, must therefore have a substantial effect on the fortunes of the Society.



Hardware and other small equipment is sold to farmers and their wives at their homes from mobile shops, which are basically Thames 2-ton vans.

This Bedford 12-cwt. truck is being loaded with spares at the Cannock Machinery Department.



In discussing the policy of maintenance and control exercised by Mr. Birch from his Cannock headquarters, he states that each branch allocated with vehicles is required to make a quarterly return to him itemizing the cost of wages, fuel, oil, repairs, tyres, depreciation, tax and insurance. At the same time the branch has to indicate the tonnage moved during that period, the mileage run, fuel consumed and the overall cost per ton delivered. In the office at Cannock a folder is kept for each vehicle on which is recorded a complete history including details of its original acquisition and all subsequent maintenance.

The carrying capacity of the 67 platform vehicles includes two 16-tonners, 13 8-tonners, two 7-tonners, 40 6-tonners, three 5-tonners and seven 4-tonners. The major portion of this fleet consists of vehicles of Guy (29) and Foden (27) manufacture, whilst other makes include Austin, Bedford, Commer and Leyland.

The platform bodies of these vehicles are constructed to standard specification by Staffordshire Farmers themselves. Seasoned and dried ash is used which is purchased as a complete tree. Tongued and grooved softwood is incorporated in the flooring. The cabs are standard as supplied by the manufacturer whilst five of the vehicles are fitted with Telehoist sack loaders.

Eight of the Thames 7-cwt. vans operated by fitters attached to the Machinery Department are fitted with Pye tele-communication radio centred on Cannock. In addition radio is fitted to the two cars run by the engineering manager and depot superintendent.

Fourteen Tankers

Of the 14 tankers operated, 12 have a capacity of 1,200 gal. and the remaining two 1,500 gal. These latter two have Bedford 7-ton chassis fitted with Leyland Comet engines. Six of the smaller vehicles have Thames Trader 5-ton chassis, four have Guy Otter chassis with Gardner 4LK engines and the remaining two are Morris 5-tonners. The tanks are constructed by either Darham Industries (London), Ltd., or Thompson Bros. (Bilston), Ltd. In addition to the range of quantities provided by the several compartments of these tankers, a barrel carrier is fitted to the rear of each vehicle to provide accommodation for five barrels of 40-gal. capacity. Fuels delivered include paraffin, fuel, lubricating and vaporizing oils.

The four special-type vehicles includes one articulated outfit consisting of a Guy Otter tractor unit, with Gardner 4LK engine and Eaton 2-speed axle, and a low-loading trailer manufactured by the British Trailer Co., Ltd. This is used for the carriage of farm tractors and is fitted with a 4-ton Thompson winch in the swan neck of the trailer.

A similar chassis combination, but this time in the form

of a rigid vehicle, has the platform built with a tail ramp providing a loading height of 26 in. This vehicle has a Thompson under-floor winch and by the use of a pair of skids tractors can be backed on to the vehicle. This rigid vehicle is employed in confined spaces where it would be difficult, if not impossible, to operate the articulated outfit.

As a development of this method the third special-type vehicle is based on a Bedford TK 5-tonner low-loading chassis with 16-in. wheels onto which has been built a 16-ft. flat platform, and again with an under-floor winch. A breakdown recovery vehicle has been rebuilt in their workshop on an Austin 5-ton chassis reduced to short wheelbase dimensions.

The 18 mobile shops are basically Thames 2-ton vans with oil engines and standard bodies. To these have been added at the Cannock workshops shelving on which hardware and other small equipment is displayed for sale both to the farmer and his wife, and such transactions are completed by the driver-salesman at the farm.

The eight 12-cwt. vans are used by fitters employed on the maintenance of tractors and agricultural implements, whilst a 12-cwt. pick-up truck is used as a depot vehicle by the transport department. All nine are of Bedford manufacture.

Maintenance Centre

The new maintenance headquarters at Cannock were recently constructed at a cost of £15,000. Four pits are provided, two 18-ft. and two 20-ft. long. An unusual feature of this depot is that the entire floor is heated by electricity whilst the construction has been undertaken by the building department of a sister society, North-Western Farmers, Ltd.

Mr. Birch tells me that this form of heating is proving extremely satisfactory. It is entirely automatic so that no labour costs are involved in maintaining boilers. Because of the evenness of heat throughout the garage, work is carried out where it is most convenient and economic to do so, rather than adjacent to isolated points of heat.

There are also associated advantages which derive from having a heated garage floor. Vehicles which may be brought in wet at night, and particularly during the winter when they may have been driven directly off farmland clogged with wet mud or snow, will be found to be completely dry for the fitters to commence work the following morning. In addition, no pools of water remain on the floor, and when it is necessary for fitters to work at floor level both the surface and any tools or equipment placed

on the floor are maintained at an equable temperature. Precautions, however, must be taken to ensure that garage doors only remain open for the minimum time necessary to get vehicles in and out. This is because the heat within the garage has been generated over a comparatively long period and it would take a similar period to restore any substantial loss of heat caused through doors being left open especially during the winter months.

A fully equipped body-building shop is included in the headquarters and all painting and sign-writing is done by their own staff. Sign-writing, incidentally, is all done free-hand on Staffordshire Farmers vehicles and the only transfers used are for the Regent emblems on the tankers and for the David Brown markings on vehicles used for the conveyance of tractors. Bergers paints are used and the standard vehicle colourings consist of Brunswick green for the chassis and wings and brilliant green for the remainder. The lettering is done in gold with black shading.

The staff employed at the transport headquarters at Cannock consists of seven mechanics, three apprentices and four body builders and painters.

Standardization Policy

Due to the acquisitions and expansion undertaken by Staffordshire Farmers since Mr. Birch joined the Society 10 years ago (then as transport engineer) a wide range of makes of vehicles is at present included in the fleet. It is the Society's intention to evolve some degree of standardization as the older vehicles successively become due for replacement. In the meantime, however, a standardized system of maintenance is not readily applicable to this particular fleet, not only because of the diversity of makes, but also because of the urgency of the seasonal traffic carried. Whilst the lighter type of vehicle is scheduled to be brought into Cannock for attention every 2,500 miles and at double that figure for the heavier vehicles, Mr. Birch considers that despite any such schedule, note, with appropriate action if necessary, should still be taken of the actual condition of vehicles. Sound judgment thus supplements an adequate maintenance recording system, which in this instance Mr. Birch is fully competent to give as a qualified engineer.

Examples of the fuel consumption obtained from the standard platform vehicles are as follows. The Guy Otters are averaging around 21 m.p.g. whilst the Foden 8-tonners average 18 m.p.g. and the 16-tonners 11 m.p.g. The Thames Traders fitted with tanker bodies (and, of course, power take-off) average around 15 to 17 m.p.g.

Mersey Tunnel Measures

Testing "Suspect" Vehicles

ONE in every four of "suspect" vehicles using the Mersey tunnel which were examined over a three-week period by a Ministry of Transport vehicle testing unit was in such dangerous condition that it was immediately banned from the road.

This was stated in a Ministry report to the tunnel authorities made public last week. Only vehicles which were "suspect" were examined and the most common fault was defective brakes.

Of 151 lorries and vans examined, only 25 were free from defects and 39 were in such a state that the drivers were not allowed to take them away.

Delayed prohibition notices were

issued in respect of 87 vehicles and these were ordered to be returned to their garages and not allowed on the road again until repairs had been carried out.

The tunnel committee had asked for the spot checks because there were 2,646 breakdowns in the tunnel in the last six months.

Minimum Speed Limits

MINIMUM speed limits in the Mersey tunnel were discussed by the Road Transport Section of Liverpool Chamber of Commerce following the adoption of new by-laws fixing the minimum limit at 10 m.p.h. in the side lanes and branch tunnels.

It was complained that a driver of

a lorry had been handed a letter, signed by the tunnel traffic manager, pointing out that the vehicle would appear unable to comply with the by-laws and that a record of the registration number had been taken. Subsequently the manager indicated that the implied "black-listing" of the vehicle was not, in fact, intended in practice and that the letter had been deliberately phrased so that it would draw attention to the new regulations.

The application of the by-laws would be governed on a reasonable and common-sense basis, it being appreciated that a heavily loaded vehicle which had been forced to stop or reduce speed on the steep inclines of the tunnel might not be able to maintain the minimum speed limit of 10 m.p.h.

During the first three months of operation drivers of vehicles would only be warned and the attention of operating owners drawn to the regulations.

New Equipment and Publications

Tool Trailers

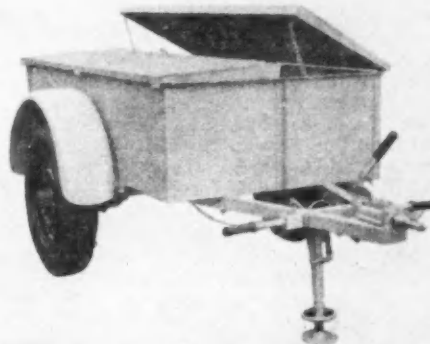
TWO versions of a $\frac{1}{2}$ -ton capacity, two-wheeled trailer have been introduced by Scottorn, Ltd., Kingston Road, New Malden, Surrey. One is of all-steel construction, the other has a steel floor and chassis with a timber-sided body.

Both bodies are 6-ft. 3-in. long and 5-ft. 2 $\frac{1}{2}$ -in. wide. Overall height of the steel body is 3 ft. 3 in. and of the timber body 3 ft. 11 in. Interior height of the steel body is 1 ft. 6 in. and of the timber body, 1 ft. 9 in. Overall length of both units with drawbar attached is 9 ft.

The trailers have all-welded chassis with main longitudinal members and cross members of 2 in. by 2 in. rolled steel angle. The eye bolt couplings are 2-in. diameter, and overrun and parking brakes are fitted.

Running gear comprises a 1 $\frac{1}{2}$ -in. square-section axle beam, semi-elliptic

The steel-bodied version of the new Scottorn $\frac{1}{2}$ -ton trailers. The front support is a new development and is called the Snappack. This can be raised when the trailer is being towed. In standard form a fixed jockey-wheel is employed.



leaf springs, 8-in. diameter Girling brakes and roller-bearing hubs with five-stud wheel fixings.

The track is 4 ft. 4 in. and 6.00—16, 6-ply tyres are fitted.

Two lockable covers are fitted on each model. These can be hinged at the sides or on a central cross bar. Other standard fittings include two stop and tail lights and reflectors, number plate and wings.

Painting Cement-asbestos

A ONE-COAT paint developed specifically for direct application to cement-asbestos surfaces has been developed by Allweather Paints, Ltd., 36 Great Queen Street, London, W.C.2. It is sold under the trade name of Pitan "A" and is available in 32 colours for application by brush or spray.

Pitan "A" is claimed to be completely acid- and alkali-resistant, waterproof and it can be washed down frequently with no detrimental effects. Where the cement asbestos has mould growth on its surface, a special preparation can be supplied to remove it and prevent its recurrence.

Battery Booster

A NEW item of electrical equipment from Partridge, Wilson and Co., Ltd., is the Davenset Battery Booster. Input is 200-250 v., 50 cycles, single phase A.C. and output 6 or 12 v. D.C.

As well as providing normal charging at 7-10 amps., the unit can be used for quick charging at 30 amps. and also for engine starting. A thermostatic safety cut-out is fitted to protect the equipment against overload.

The booster measures 11 in. high, 16 in. wide and 10 in. deep. Nett weight is 46 lb. and the trade price is £32.

Propane Steam Cleaner

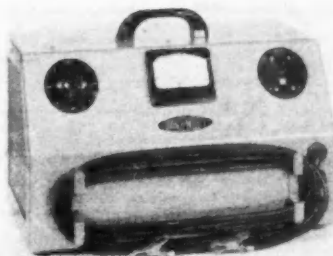
A MOBILE steam cleaner using propane as a fuel has been developed by Magnus Chemical Co., Ltd. It has been tested and approved by Calor Gas (Distributing) Co., Ltd., and is being sold and serviced by Calor distributors.

As the pump is electrically driven, there are no exhaust fumes, and because the fuel used is propane, there are no sparks, smoke or other dirt from the flue. The machine is suitable for indoor as well as outdoor work, providing there is

adequate indoor ventilation. The minimum amount of air required for complete combustion is 2,470 cu. ft./hr.

The Magnus cleaner converts 60 gallons of water per hour to detergent-impregnated live wet steam which is delivered at a controlled pressure of 20 to 100 p.s.i. Steam pressure is raised to 90 p.s.i. in two minutes, and the temperature of water and steam at the cleaning nozzle is 206° F. Fuel consumption is 10 $\frac{1}{2}$ lb. of propane an hour.

Mains water is fed through a hose to an integral 10-gal. reservoir. Pre-heated water is pumped from the reservoir through heating coils to an insulated swivel-handle steam lance. One of the many suitable detergents available is mixed with the water in the reservoir prior to pumping and a simple control enables the operator to rinse down with wet steam only, leaving a clean surface for painting.



The new Davenset Battery Booster.

Batteries and Charging

THE latest publication by Crypton Equipment, Ltd., is devoted to battery servicing, and entitled "Battery Tune-up."

There are two separate sections in the book, the first dealing with methods of

checking batteries and giving information on Crypton equipment available for the purpose. The second deals with Crypton battery chargers.

Some very useful information on battery troubles is included and hints are given on the selection of the most suitable charging equipment.

Map Plus Information

ALL major trunk roads including existing and proposed motorways are shown on a small map of England and Wales produced by Rist's Wires and Cables, Ltd.

The reverse of the map contains a calendar of sporting events for 1962 and information on vehicle electric circuits and points to check in the event of breakdown.

Copies are obtainable free of charge from the concern's publicity department, Lower Milehouse Lane, Newcastle-under-Lyme, Staffs.

Automatic Charger

AN automatic battery charger, the Esstron, is now marketed by PCA Radio, Beavor Lane, London, W.6. The unit is suitable for 6 or 12 v. batteries and gives a charging rate of 4 amps. The charging rate adjusts itself automatically to the charge in the battery.

An indicator light on the charger shows bright green when the battery is fully charged. When bright red it indicates that the battery is incorrectly connected or has faulty cells. A dull green or red light shows the battery is receiving charge.

The Esstron measures 7 in. by 5 $\frac{1}{2}$ in. by 5 $\frac{1}{2}$ in., weighs 8 $\frac{1}{2}$ lb. and costs £6 19s. 6d.

Cold Extrusion

A BROCHURE entitled "Facts on Cold Extrusion" has been published by Forgings and Presswork, Ltd., a member of the Birfield Group. This deals with the process which has been developed by the company for the production of suitably shaped parts by cold extrusion.

Copies of the publication can be obtained free of charge from the company at Birch Road, Witton, Birmingham, 6.

Expansion Trends in Haulage

Large Scottish Application

ONE of the most substantial applications that has come to light from "As and Ds" received this week comes from the Scottish (Southern) Area. The Scottish Land Development Corporation seek to vary their A licence to the addition of 12 vehicles totalling 132 tons unladen.

In the Metropolitan Area, B.R.S. (Pickfords), Ltd., seek permission to transfer an articulated van/trailer from South Wales—the user "furniture and effects, Great Britain."

Contract and C licence applications for transfer into A and B licence operations proper are as follows:—

Contract A to A: Scottish (South): Duncan Barbour and Son, Ltd., Glasgow; W. H. Rowe and Sons, Muirkirk. **North Western:** J. and C. Services, Liverpool. **West Midland:** H. A. Boileau, Coventry;

H. Copestick and Son, Stoke-on-Trent. **Metropolitan:** H. Sharpe and Sons (Aveley), Ltd., Purfleet.

Contract A to B: Northern: E. Kirsopp and Son, Ltd., Hexham. **North Western:** T. W. Bayley, Macclesfield. **West Midland:** C. D. Prince, Atherstone; Pateman's Transport, Coventry. **Eastern:** E. S. Odell, Sandy. **Western:** J. K. Feby, Old Sodbury. **Metropolitan:** A. J. Adams, W.4; H. J. Heffer, Wheathampstead; S. H. A. Laker, High Wycombe; Chiswick Transport, W.4.

C lic. to A lic.: Western: Townsend and Co. (Exeter), Ltd., Exminster.

C lic. to B lic.: Northern: Alba Petroleum Services, Ltd., Gateshead. **Western:** I. E. Sully, Washford; J. L. Crane, Bristol. **South Eastern:** Curnow Plant Hire, Ltd., Brighton; W. C. and E. E. Stewart, Reading; N. Ayres, Woking; Plant Hire and Sales, Ltd., Southampton.

SCOTTISH (NORTH)

Applications

SN 9/12/1—**David McKenzie Carnegie**, Laurencekirk, new A lic., 1 T. (60). Mainly grain in bulk on special-type veh., within Angus and Kincardine, and to Central and South Scotland.

SN 9/12/2—**Bulk Grain Transport Co.**, Kirkcaldy, new B lic., 2 veh. (80). (Bulk grain hopped veh.) Carriage of bulk malt and grain within Scotland.

SN 9/12/3—**George A. Geddes**, Buckie, new B lic., 1 veh. (210). Coal, coke and wood from Elgin, Buckie and Banff for delivery within 25 miles.

SN 9/12/4—**David MacBrayne, Ltd.**, Fort William, B var., add 1 veh. (210).

SCOTTISH (SOUTH)

Applications

SS 9/12/1—**Duncan Barbour and Son, Ltd.**, Glasgow, new A lic., 3 arts. (2210). Mainly goods for Blythwood Shipbuilding Co., Ltd., Glasgow, and Barelay Curle and Co., Ltd., Glasgow, within 25 miles to the extent of 75 per cent., balance mainly to Leith, Newcastle and Liverpool. (If granted, Contract A lic. will be surrendered.)

SS 9/12/2—**W. H. Rowe and Sons**, Muirkirk, new A lic., 1 veh. (710) (includes cattle container (210)). Goods for Hendrie Bros. (Midlands), Ltd., in G.B. (If granted, Contract A lic. will be surrendered.)

SS 9/12/3—**Scottish Land Development Corporation**, Glasgow, A var., add 12 veh. (1320).

SS 9/12/4—**W. S. Harvey**, Currie, new B lic., 1 veh. (310) and 1 trl. (210). Caravans and boats in G.B.

SS 9/12/5—**John Tremble and Son**, Irvine, new B lic., 1 veh. (30). Furniture and furniture removals, and homing pigeons, in Ayrshire, Lanarkshire, Renfrewshire and Dumfriesshire.

SS 9/12/6—**John Gibb and Sons (Whithorn)**, Ltd., B var., add 3 veh. (1110) on condition (b).

SS 9/12/7—**William McCracken and Sons**, Caldercruix, B var., add 1 veh. (410). Fireclay and solid fuel ex non-rail connected collieries, mining machinery, plant and furnishings, bricks and fireclay products, all within 30 miles.

SS 9/12/8—**James Kane**, Salsburgh, B var., add 2 veh. (190).

NORTHERN

Applications

N 5/12/1—**T. B. Sayer**, Brough, A var., add 1 veh. (60). Road and building mats, farm produce and requisites, agric. and industrial machinery, foodstuffs for human consumption, fruit and coal. Six Northern Counties of England and Southern Scotland.

N 5/12/2—**Unilever, Ltd.**, Carlisle, new B lic., 4 veh. (1139c). Distribution of consumer goods from Carlisle, and any goods returned to warehouse within 95 miles.

N 5/12/3—**Alba Petroleum Services, Ltd.**, Gateshead, new B lic., 6 veh. (210) (tanks). Goods for Esso Petroleum Co., Ltd., within 40 miles.

N 5/12/4—**Unilever, Ltd.**, Kendal, new B lic., 3 veh. (10117c). Distribution of consumer goods B30

from Kendal and any goods returned to warehouse within 45 miles.

N 5/12/5—**Northern General Contracting Co., Ltd.**, Newcastle upon Tyne, new B lic., 2 veh. (517c). Metal ingots and timber, Newcastle and Birmingham.

N 5/12/6—**J. Wear**, Penrith, new B lic., 1T. (410). All classes of agric. fertilizers within 150 miles.

N 5/12/7—**Unilever, Ltd.**, South Shields, new B lic., 4 veh. (151). Distribution of consumer goods from South Shields and any goods returned to warehouse within 60 miles.

N 5/12/8—**Unilever, Ltd.**, Stockton-on-Tees, new B lic., 3 veh. (10111c) (tanks). Distribution of consumer goods from Stockton-on-Tees and any goods returned to warehouse within 40 miles.

N 5/12/9—**E. Kirsopp and Son, Ltd.**, Hexham, B var., add 8 veh. (3219c). (If granted, Contract A lic. will be surrendered.)

WEST MIDLAND

Applications

WM 7/12/1—**Pratt's Transport (Sharnford)**, Ltd., Birmingham, new A lic., 1 veh. (710). Building mats, iron, steel, machinery, timber, aluminium, within 200 miles. (If granted, A lic. issued by East Midlands Area will be surrendered.)

WM 7/12/2—**H. A. Boileau**, Coventry, A var., add 1 veh. (1310). Tractors, machines and parts, foodstuffs, grain and castings. Mainly Midlands, London, South Wales, Southampton and Northern England. (If granted, Contract A lic. will be surrendered.)

WM 7/12/3—**H. Copestick and Son**, Stoke-on-Trent, A var., add 2 veh. (1210). Goods for Armistage Ware, Ltd., as required. (If granted, Contract A lic. will be surrendered.)

WM 7/12/4—**C. D. Prince**, Atherstone, new B lic., 6 veh. (3910). Fuel and colliery timber, to be carried on the instructions of D. M. Stevenson and Co., Ltd. (If granted, Contract A lic. will be surrendered.)

WM 7/12/5—**P. Baker**, Barton-under-Needwood, new B lic., 2 veh. (1010). Fuel and colliery timber, to be carried on the instructions of D. M. Stevenson and Co., Ltd. (If granted, Contract A lic. will be surrendered.)

WM 7/12/6—**E. and R. Aston**, Bilston, new B lic., 2 T. (810). Fats, feeding meals and fertilizers for Butcher's Hide, Skin and Wool Co., Ltd., Wültenhall, within 150 miles.

WM 7/12/7—**Pateman's Transport**, Coventry, new B lic., 1 T. (61). Fuel and colliery timber, to be carried on the instructions of D. M. Stevenson and Co., Ltd. (If granted, Contract A lic. will be surrendered.)

WM 7/12/8—**A. R. Smith**, Hereford, new B lic., 2 T. (710). Lime, slag, fertilizers and farm produce. Herefordshire, Monmouthshire, Breconshire and Radnorshire.

WM 7/12/9—**Charlton Road Services**, Stoke-on-Trent, new B lic., 3 T. (1110). Surplus spoil, road-making mats, for Conway's Sand and Gravel, Ltd., in connection with their contract with John Laing (Construction), Ltd., and Tarmac, Ltd., on the Birmingham/Preston Motorway, within 30 miles.

WM 7/12/10—**W. F. W. Feeney**, Stoke-on-Trent, new B lic., 1 T. (410). Surplus spoil and road-making mats, for Conway's Sand and Gravel, Ltd., in connection with their contract for John

CONTRACTIONS: add, additional; agric., agricultural; art., articulated unit; c, cwt.; e.g., general goods; G.B., Great Britain; ind., indivisible; lic., licence; low-ldr., low-loader; mats., materials; N.U., normal user; S.T., special type; t, tons; T., tipper; trl., trailer; var., variation; wh., wheels.

Laing (Construction), Ltd., on the Birmingham/Preston Motorway, within 20 miles of Hanchurch Cross Roads, and 30 miles for Conway's Sand and Gravel, Ltd., in connection with their contract with Tarmac, Ltd., on the Birmingham/Preston Motorway.

WM 7/12/11—**Armoured Car Co. (Birmingham)**, Ltd., Redditch, B var., add 1 veh. (110) (Van). Payrolls, within 50 miles of Birmingham.

NORTH WESTERN

Applications

NW 8/12/1—**J. and C. Services**, Liverpool, new A lic., 2 veh. (70). Fruit and foodstuffs; South Wales, Birmingham and district, Glasgow. (Vehs. at present authorized in Contract A lic.)

NW 8/12/2—**Hodkinson Haulage, Ltd.**, Atherton, A var., add 1 art. (510).

NW 8/12/3—**J. Jones and Co.**, Llanfairtraid, A var., add 1 veh. (40). (If granted, application for B lic. will be withdrawn.)

NW 8/12/4—**H. L. Bentley, Ltd.**, Manchester, A var., add 1 veh. (710).

NW 8/12/5—**F. Ingham and Co., Ltd.**, Stockport, A var., add 2 veh. (101).

NW 8/12/6—**G. Tinsley and Son**, Wigan, A var., add 1 veh. (110).

NW 8/12/7—**J. Jones and Co.**, Llanfairtraid, new B lic., 1 T. (40). Road plant and mats, building plant and mats, agric. produce and requisites and solid fuels within 80 miles, and to and from South Wales. (If A var. is granted, application will be withdrawn.)

NW 8/12/8—**T. W. Bayley**, Macclesfield, new B lic., 1 veh. (50). Goods for the Brady Group of companies, as required. (Veh. authorized in Contract A lic.)

NW 8/12/9—**F. L. Lee**, Manchester, new B lic., 1 veh. (50). Coal for W. Lee (coal dealer, Atherton), goods for J. Fairhurst (butcher, Wigan), E. Warren (upholsterer, Atherton), C. Jackson (snack bar, Atherton), A. Greenhalgh (shoe repairer, Atherton), all within 30 miles.

NW 8/12/10—**D. N. Fletcher and Co.**, Preston, new B lic., 1 veh. (40). Road making and building mats, for Northmix Ready Concrete, Ltd., within 35 miles. (Veh. authorized in Contract A lic.)

NW 8/12/11—**Altan Morris and Co., Ltd.**, Chester, B var., add 1 veh. (10). Pre-packed solid fuels within 50 miles.

EASTERN

Applications

E 11/12/1—**M. G. Loades**, St. Mary's, new A lic., 1 veh. (610). Mainly corn in bulk, agric. produce and requisites and mats, in bulk as required; Eastern Counties, London, Midlands, North West and North East England.

E 11/12/2—**N. L. Mayhew**, Chelmsford, A var., add 2 veh. (610).

E 11/12/3—**F. T. Miller, Ltd.**, Norwich, A var., add 2 veh. (610).

E 11/12/4—**British Road Services, Ltd.**, Stowmarket, A var., add 2 veh. and 2 arts. (170), in substitution for 3 veh. (2 arts.) (1510).

E 11/12/5—**R. Ludson**, Ely, new B lic., 1 veh. (310). Farm goods from Ely to London markets within 90 miles.

E 11/12/6—**Securicor, Ltd.**, Colchester, new B lic., 2 veh. (310) (armoured vans). Cash within 30 miles. (If granted 2 veh. will be deleted from lic. with base at Ipswich.)

E 11/12/7—**J. E. Rayner**, Halstead, new B lic., 1 veh. (110). Goods for C. Portway and Son, Ltd., of Halstead, 150 miles.

E 11/12/8—**P. Stacey**, Springfield, new B lic., 1 art. (810) (low-ldr.). Very heavy mechanical plant, 30 miles.

E 11/12/9—**Mrs. G. E. Chalke**, Upwell, new B lic., 1 veh. (210) (with livestock container (201)). Livestock within 60 miles and for F.M.C. to slaughterhouses in England and Wales.

E 11/12/10—**A. E. Dighton**, Ely, new B lic., 1 veh. (40). Potatoes for W. G. Bigham and Co., Ltd., and hay and straw for Spruce and Wright, Ltd., and Mr. C. A. King, all within 200 miles.

E 11/12/11—**E. S. Odell**, Sandy, B var., add 2T. (100). Fuel and colliery timber on the instructions of D. M. Stevenson, Ltd. (If granted, Contract A lic. will be surrendered.)

E 11/12/12—**Wishbech Roadways, Ltd.**, Parson Drove, B var., add 1 veh. (310). Agric. produce and requisites for G. H. W. Coleman, Ltd., or James Roane and Sons, Ltd., and to replace any authorized veh. of the applicants whilst undergoing repair or overhaul.

(Continued on page 679)



MOBIL SERVES MOTOR TRANSPORT

MOBIL FUELS AND LUBRICANTS are widely used by fleet-operators, civil engineering contractors, and transport undertakings of every size and kind. Delyac Special for the engine, Mobilube GX 90 for the gear-box and the drive axle, and Mobilgrease MP are Mobil's all-season lubricants; Mobilgas, Mobil Diesel, and Mobil Gas Oil are the fuels.

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INDIA INTRODUCE TWO NEW GIANTS

See how it's done!

1. SUPREME CASING STRENGTH! India Tyre Engineers, working in conjunction with transport operators and using the most advanced techniques, have produced two entirely new casing designs. These make greatly improved use of the high cord-strength of modern materials—both nylon and rayon tyres being available. Between them these two new India giants are tough enough for most working conditions.
2. SCIENTIFIC TREAD DESIGN. Onto these stronger tyre casings India has built just *two* new tread patterns—so skilfully designed that together India's two new giants give top performance on all kinds of surface.



INDIA SUPER G.25—ON THE ROAD

From Motorway to secondary road, this tyre's star qualities are:

- * more rubber on the tread, for longer life
- * thick kerbing ribs to protect sidewalls from kerb damage and to ensure greater retreadability
- * broad central rib, for smoother riding, easier steering
- * deep buttress channels cut overheating

t. 2



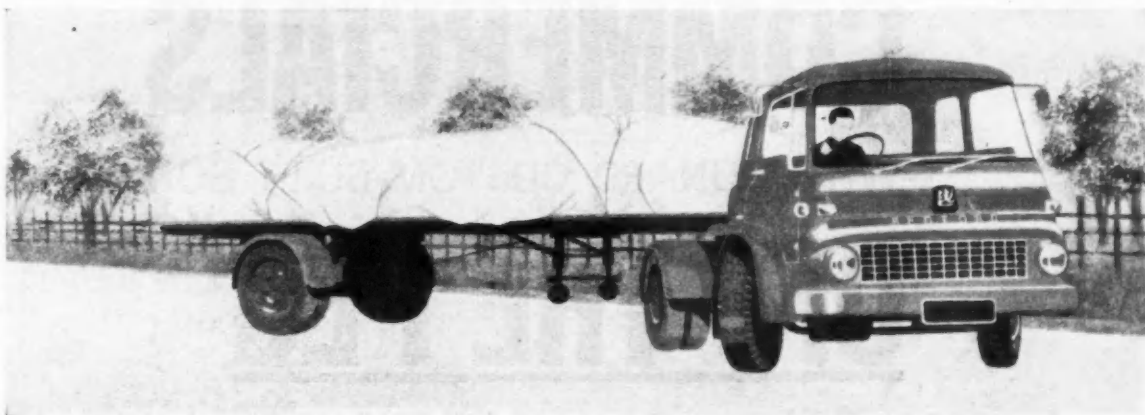
INDIA SUPER G.26 ON ROAD AND TRACK

For all on/off-the-road work, this tyre offers:

- * more rubber on the tread, for longer wear
- * powerful traction bars, for extra-powerful grip
- * well-tapered tread grooves cut out stone trapping
- * supreme for rear driving wheels—with G.25 on the front

THAT GRIP BETTER, LAST LONGER!

PROOF? JUST TWO TYRES DO ALL THESE JOBS!



INDIA TYRES

TESTED TOUGH—FOR RELIABILITY

FIT INDIA RED FLASH

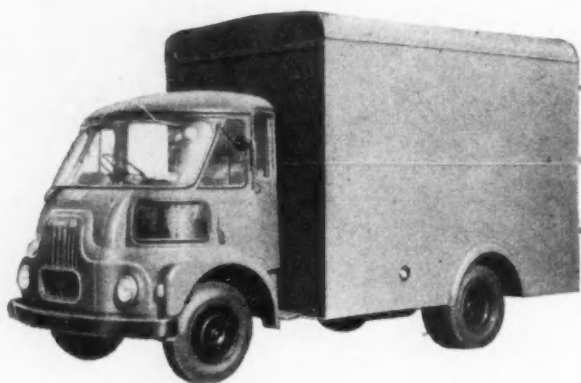


G.25 OR G.26 FOR ALL YOUR TRANSPORT NEEDS

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BOX BODY on 2 and 3-ton 'F.G.' chassis cab. Diesel or petrol engines. 420 and 600 cu. ft. capacity respectively. Glass fibre roof panelling. Double doors or roller shutter to rear.



LUTON BODY 30 cwt. or 2-ton chassis. Diesel or petrol engines. Capacities up to 450 cu. ft. Glass fibre roof panelling. Special sliding cab doors, folding inside cab. Double doors and tailboard (or roller shutter and tailboard) at rear.

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Expansion Trends in Haulage

(Continued from page 678)

E 11/12/13.—R. Mason, Crowland, B var., add 1 veh. (4t) (with container (2t)). Carcass meat for Bert Platt, Ltd., Boston, to London and fruit and vegetables for Blueboy Mowbrays, Ltd., from London to Boston and potatoes for J. M. Stokes, Ltd., add to conditions of 1 veh. (3t). Potatoes for J. M. Stokes, Ltd.

WESTERN

Applications

W 5/12/1.—Townsend and Co. (Exeter), Ltd., Exminster, new A lic., 1 veh. (2t 4c). (Van). Mainly household removals, furniture and effects within 100 miles. (Veh. at present specified in C lic.)

W 5/12/2.—S. Gardner and Son (Transport), Ltd., Gloucester, A var., add 1 veh. (3t 18c). To be used solely in replacement of any authorized veh. which is off the road under maintenance or under repair.

W 5/12/3.—C. E. Halliday, Kingswood, A var., add 1 T. (5t 14c). G.g. mainly road mats., concrete products, ashes and slag normally within 120 miles.

W 5/12/4.—J. K. Feby, Old Sodbury, new B lic., 3 T. (13t 1c). Road and building mats, within 100 miles. (Vehs. are at present specified in Contract A lic.)

W 5/12/5.—I. E. Sully, Washford, new B lic., 1 veh. (2t 19c). Animal feeding stuffs Washford Bristol. (Veh. at present specified in C lic.)

W 5/12/6.—R. J. Cooper, Bisleigh, B var., add 1 veh. (5t) includes livestock container (2t). Furniture and household effects for farmers and farm employees within 60 miles; other goods within 35 miles.

W 5/12/7.—J. L. Crane, Bristol B var., add 1 veh. (4t 14c). Goods for Dupont Bros., Ltd., Bristol, within 15 miles; other goods within 7 miles. (Veh. at present specified in C lic.)

W 5/12/8.—A. R. Duckett, Highbridge, B var., add 1 T. (4t 12c). (To be used solely in replacement of any veh. off the road under repair or maintenance.)

W 5/12/9.—The Reliant Caravan Towing Service, Melksham, B var. Vary condition to read: Caravans (excluding new caravans) within 300 miles.

W 5/12/10.—E. W. F. Edgewick, Ltd., Tewkesbury, B var., add 1 T. (5t). Road and building mats, within 50 miles.

METROPOLITAN

Applications

M 7/12/1.—B. B. Collins, S.E.11, new A lic., 1 veh. (3t) G.g., London and North England.

M 7/12/2.—Forest Hill Transport Agency, Ltd., S.E.16, 5 veh. (18t). Fruit and vegetables, En-Land and Wales. (If granted, lic. granted to Knersley Transport, Ltd., for 2 veh. (6t 14c) with facilities "G.g., London and Home Counties, except for April, May and June each year; fruit to Midlands, Yorkshire and Glasgow" will be surrendered.)

M 7/12/3.—B.R.S. (Pickleford), Ltd., N.15, A var., add 1 art. (5t 17c). Furniture and effects, G.B. (If granted same veh. will be deleted from lic. granted in South Wales Area.)

M 7/12/4.—H. Sharpe and Sons (Aveley), Ltd., Purfleet, A var., add 5 veh. (16t 2c) and 1 vel. (2t). Cement, rubber and cement products, Aveley, Midlands and North West area and occasionally South Wales. (If granted same vehs. authorized in Contract A lic. will be deleted.)

M 7/12/5.—J. Woodgate, Wembley, A var., add 3 veh. (8t). G.g. mainly building mats., within 70 miles.

M 7/12/6.—A. J. Adams, W.4, new B lic., 2 T. (6t) Building and road-making mats, plant and rubbish, for Roads Reconstruction, Ltd., and Roads Reconstruction (Contracting), Ltd., within 50 miles of South Acton Station. (If granted Contract A lic. will be surrendered.)

M 7/12/7.—The British Coverlute Co., Ltd., N.22, New B lic., 3 veh. (6t 8c). Chocolate and bakers' raw mats, for associate company, within 200 miles.

M 7/12/8.—Rushnell and Son, Ltd., Romford, new B lic., 2 veh. (8t). Oil in drums, bitumen (not bulk), empty containers, and depot stores, all for Shell-Mex and B.P., Ltd., and their subsidiary companies and for Gulf Oil (Gt. Britain), Ltd., within 70 miles.

M 7/12/9.—H. J. Heffer, Wheatthampstead, new B lic., 2 T. (9t 9c). Building and road-making plant and mats, for Inns and Co., Ltd., and their subsidiary companies, Wicksworth Quarries, Ltd., and Bradgate Quarries, Ltd.; England. (If granted Contract A lic. authorizing 1 veh. (4t) will be surrendered.)

M 7/12/10.—S. H. A. Laker, High Wycombe, new B lic., 3 art. (16t). Timber, plywood, veneers and blockboard, within 150 miles. (If granted Contract A lic. will be surrendered.)

M 7/12/11.—E. Pierce Transport, Ltd., North Holmwood, new B lic., 1 veh. (2t 19c). Sugar and sugar products, building mats, and g.g., London, Home Counties, Wales, Midlands and the North.

M 7/12/12.—J. Rae and Son, Ltd., E.14, new B lic., 1 T. (4t 6c). Metal and other heavy goods and including general specifications as occasioned, within 75 miles and occasional longer journeys with n 100 miles.

M 7/12/13.—A. Tiche, E.10, new B lic., 1 T. (3t 7c). Soil, ballast, hardcore, within 40 miles.

M 7/12/14.—F. W. Walton, S.W.19, new B lic., 1 veh. (1t). Luggage and furniture, within 30 miles.

M 7/12/15.—W. J. Bowen and Sons, Ltd., Barking, B var., add 1 veh. (5t). Petroleum products (liquid), within 50 miles.

M 7/12/16.—Chiswick Transport, W.4, B var., add 2 T. (7t 16c). Road-making, building mats., plant and rubbish, within 80 miles of South Acton Station. (If granted Contract A lic. will be surrendered.)

SOUTH EASTERN

Applications

SE 7/12/1.—S. R. and A. H. Madsen-Myrdal, Cumnor, new A lic., 1 T. (4t) (l.w.b.). Mainly concrete products, normally within 150 miles.

SE 7/12/2.—P. J. Crouch, Appledore, A var., add 1 veh. (4t) and Container (2t).

SE 7/12/3.—Nicholls and Co. (Brighton), Ltd., A var., add 1 veh. (2t).

SE 7/12/4.—John Brown and Son (Shoreham), Ltd., A var., add 5 art. (27t).

SE 7/12/5.—Curnow Plant Hire, Ltd., Brighton, new B lic., 1 veh. (3t). Building mats, and plant for Huggitt Bros., Ltd., and Modern Houses Brighton, Ltd.; site waste, soil, chalk and gravel excavated by applicant's digger, within 35 miles. (Veh. is at present specified in C lic.)

SE 7/12/6.—M. Reid, Camberley, new B lic., 1 veh. (2t). Solid fuels, within 20 miles.

SE 7/12/7.—F. R. Grigsby and R. S. J. Little, Hawkhurst, new B lic., 1 veh. (3t). Turnery poles for Kent Woodware Co., Ltd., within 300 miles of Cranbrook.

SE 7/12/8.—A. W. Reed and Son, Maidstone, new B lic., 1 T. (3t). Mats. in connection with civil engineering and building trade, within 25 miles.

SE 7/12/9.—W. C. and E. E. Stewart, Reading, new B lic., 1 veh. (1t). Garments collected from and delivered to customers' residences in connection with the business of a dry-cleaning agent, within 8 miles. (Veh. at present specified in C lic.)

SE 7/12/10.—N. Ayres, Woking, new B lic., 1 veh. (2t). Coal and building mats., within 20 miles. (Veh. is at present specified in C lic.)

SE 7/12/11.—Coulling Bros., Lenham, B var., add 1 veh. (3t). Replacement veh. for vehs. of licensees, or Lodgers Transport, Ltd., undergoing repair or maintenance.

SE 7/12/12.—N. Painting and Sons, Newbury, B var., add 1 T. (4t).

SE 7/12/13.—W. Glendie, Reading, B var., add 1 veh. (3t).

SE 7/12/14.—Mrs. L. Rossi, Snodland, B var., add 2 tris. (6t) (Tipper) and add to existing conditions: Goods for William Cory and Son, Ltd.

SE 7/12/15.—Chaplin's Delivery Service, Southampton, B var., add 1 veh. (2t). New furniture, stationery, carpets, electrical goods and fittings, timber, fencing, sewing machines, electrical installation mats. (conduit and cables), perambulators and paints, within 25 miles.

SE 7/12/16.—Plant Hire and Sales, Ltd., Southampton, B var., add 1 art. (8t) (flow-ldr.). Civil engineering plant and equipment, within 100 miles radius. (Veh. at present specified in C lic.)

SE 7/12/17.—E. P. Matthews, Winchester, B var., add 1 art. (5t).

Compression Ratio Variation by Manual Control

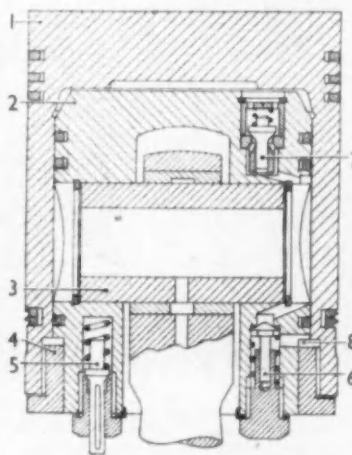
ALTHOUGH the potential advantages of employing variable-compression pistons in diesel engines have been overshadowed in the past two or three years by the notable progress that has been made with high combustion pressures in standard engines, a means of varying the compression ratio to match load-speed characteristics will undoubtedly be reconsidered by engine designers in the not-too-distant future. It is therefore of more than academic interest that a variable-compression piston with manual control has been evolved by the British Research Association for use in research engines and that the piston has been developed by Hepworth and Grandage, Ltd., of Bradford, who are producing the unit under licence. In addition to offering facilities for investigating the potential of variable compression for diesel and petrol engines, the piston will be invaluable to designers in determining the optimum compression ratio for a new engine.

Based on the well-known BICERA hydraulically operated variable-compression piston, the manually operated type features a control gear, mounted on the

side of the crankcase, which, in the experimental application provides for variation of ratio between 15.5 to 1 and 20.5 to 1 while the engine is running. Essential components of the piston comprise a gudgeon-pin carrier and an outer shell, relative movement of which causes hydraulic fluid to be transposed from one chamber to a second chamber in the assembly, oil being fed to the system from a drilling in the connecting rod.

Inertia tends to move the piston shell outwards over a number of cycles when the engine is operating under light loads and thus to increase the compression

ratio, the flow of fluid being metered by an orifice. Downward movement of the shell by combustion pressure is controlled by an outlet valve, actuated by a rod which contacts a lever in the control gear. Adjustment of the lever mechanism gives control of compression ratio.



An essential feature of the BICERA manually operated variable-compression piston is an outlet valve (5) which controls the release of hydraulic fluid from the lower chamber. Opening of the valve allows the compression ratio to be reduced and depends on the position of a control lever, which can be adjusted by an external knob. Other numbers refer to: (1) piston shell; (2) gudgeon-pin carrier; (3) gudgeon pin; (4) closing ring; (6) inlet valve to lower chamber; (7) inlet valve to upper chamber; (8) orifice connection.

Planning for Profit

Re-licensing Snags

Operators Should be Particularly Careful This Year When Making Application for Renewal of Motor Vehicle Licences Because of Changes in Rates of Duty

A COMMON task for many operators during December each year is the application for renewal of motor vehicle licences. Because of the changes in the taxation rate announced by the Chancellor of the Exchequer on April 17—namely an increase of 20 per cent. on the existing amounts—the duties payable on goods vehicles will differ from those detailed on the registration book, unless re-licensing has already been done since that date.

Despite the publication of sample rates of duty for goods vehicles in *The Commercial Motor* immediately following the Budget announcement, it is anticipated that many applications for renewal will have to be returned because insufficient duty has been remitted. Examples of the new duty payable on typical goods vehicles are therefore given here.

At the lower end of the scale a goods vehicle with an unladen weight not exceeding 12 cwt. will be liable to an annual licence duty of £12 (formerly £10). With an unladen weight exceeding 12 cwt. but not exceeding 16 cwt., the annual licence duty is £15 which, incidentally, is the annual duty now payable on motorcars. A van with a carrying capacity of 10 cwt. and an unladen weight not exceeding 1 ton is liable for an annual duty of £18, as against £15 before the increase.

For goods vehicles with an unladen weight of over 2 tons 10 cwt. and up to 2 tons 15 cwt. the annual duty is £39 whilst the next category, namely 2 tons 15 cwt. to 3 tons (which includes several of the popular 7-tonners) now has an annual licence duty of £42 instead of the former £35.

A vehicle with an unladen weight of 6 tons 15 cwt., e.g., a six-wheeler, will now pay £126 whilst an eight-wheeler of 7 tons 10 cwt. unladen weight carries an annual duty of £144.

A general trade licence now costs £30 a year and a limited trade licence £6, the previous rates being £25 and £5 respectively.

The alternative to an annual licence is for a currency of four months. The relative rate of duty is slightly higher and, as an example, where the annual rate was £100 the four-

monthly rate would be £36 13s., giving a combined total for the year of £109 19s., an addition of almost 10 per cent.

The whole of the examples given so far relate to the operation of goods vehicles solo. If a vehicle is used with a trailer the additional amount payable is now £18 (formerly £15) if the unladen weight of the towing vehicle exceeds 2½ tons but does not exceed 4 tons. Over that weight the additional trailer duty is £24.

Although the re-licensing of goods vehicles is such a routine task it is sometimes overlooked that the initial licensing of a mechanically propelled vehicle provides for something more than the collection of duty. Permission to use a vehicle on a public highway is granted with the issue of the licence, as was implied by its former title, namely Road Fund Licence.

IT is significant that on the occasion of the original application the form which then has to be completed is not only an application for a licence to run on the public highway, but also a declaration for registration of the vehicle concerned. Accordingly, specific registration marks and numbers are allocated to a particular vehicle at the time of the initial licensing so as to record not only the vehicle's existence but the address of the person making the application and the base at which the vehicle is normally kept.

The segregation of these three functions of initial registration throws light on legal difficulties which might otherwise arise. Thus certain types of vehicle are exempt from the payment of excise duty, but still need to be registered. These include those used exclusively on roads not repairable at public expense or which do not exceed six miles per week on public roads. Vehicles such as fire engines, ambulances and road rollers are similarly exempt from the payment of duty, as are road construction vehicles engaged on the construction or repair of roads at public expense. Vehicles used for clearing snow, when actually carrying out such work, also need not be taxed.

With the extension of credit finance facilities for the purchase of motor vehicles, it is pertinent to note that for the purposes of licensing the owner of a vehicle is defined as the person by whom the vehicle is kept and used, and the expression "ownership" in this context must be construed accordingly.

Normally, application for licences should be made to the local taxation officer of the council in whose area the vehicle is ordinarily kept. However, a provision which is particularly convenient for the larger operator permits a user to declare his principal place of business and license all his vehicles in that area accordingly, even though they are not normally kept in any one area.

Because of the overall alteration in licence duty fees resulting from the 20 per cent. increase announced at the time of the Budget of April 17, a special concession is being allowed this year in respect of renewal of licences. Under normal conditions Section 17 of the Road Vehicles (Registration and Licensing) Regulations, 1955, stipulates that if, on application for the renewal of a licence, duty at a rate different from the previous rate is now payable, such application for renewal cannot be made at a post office and must be made to the council with whom the vehicle is registered.

Because of the overall increase in licence duties, insistence that this particular Section should continue to be applied this year would in practice have meant that no renewals could have been made at post offices. To avoid such a situation

(Continued on page 681)



Two of these Dodge tractive units have recently been put into service by Hull and Birmingham Road Carriers, Ltd. They are used with 12-ton, 26-ft.-long York semi-trailers.

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arising it is permissible this year for the licences of cars to be renewed at post offices despite the change in annual duty from £12 10s. to £15. A similar concession applies to motorcycles.

This concession, however, does not apply to the annual renewal of goods vehicles licences, and these will have to be submitted to the local taxation office of the council with which they are registered. As the majority of fleet users would normally adopt this procedure some time in advance of January 1 to ensure that the licences can in fact be fitted to vehicles on that date, failure to extend this concession to goods vehicles should present no hardship. Smaller users, including owner-drivers, will now, however, have to apply to the local council even though they have previously been able to renew at the post office.

IF operators wish to renew four-monthly goods vehicle licences on December 31, however, it will still be possible to do this at post offices, because the duty which was paid when the expiring licence was issued will already be at the increased rate as announced in the Budget on April 17.

A substantial number of renewal applications have to be returned annually because of the omission of one or more of the necessary documents. When an application is made to a local council these should number four, namely the renewal application form correctly completed, the registration book, the current certificate of insurance and the correct remittance. Additionally, when the application is being made at a post office, the old licence must also be handed in. Of the applications which have to be returned, in the majority of the cases it is because of the omission of the insurance certificate. Other reasons for delay in the issuing of a new licence are the failure to complete the several details required on the application form, and carelessness in not ensuring that all the documents submitted relate to the same vehicle.

A recent change in the licensing procedure relates to the currency of a particular licence. There are now two periods, namely 12 months and four months. Moreover, the annual licence can now be taken out from any date and is not restricted to January 1 as previously. Since the introduction of this new arrangement it follows that fleet users have been able to license any new vehicle for a period of 12 months from the date it was put into service, if they so required.

If, however, a fleet user wishes to stagger the actual licence duty payments throughout the 12 months the rate at which he would be able to do this would be comparatively slow if it is dependent upon the intake of new vehicles. Even with a large fleet, and a correspondingly large intake of new vehicles, there would nevertheless be a substantial number of vehicles with many years of service still to be run with their licence currency period commencing on January 1.

Such operators could still take advantage of the new arrangements to stagger their licence duty payments, if they so wished, by surrendering a proportion of the existing annual licence (from January 1 to December 31) on, say, January 31, and then take out a new annual licence on February 1. Similarly, the licences of other vehicles could be arranged to expire at successive dates throughout the year.

It is important to note that by this procedure the combined amount of duty payable, i.e., the initial portion of the first licence less the surrendered portion, and, of course, the subsequent annual licence taken out from the new date, would both be at the cheapest, i.e., the annual rate of duty. The other alternative, to secure a staggering of licence payments by licensing for a four-monthly period, would involve payment of extra pro rata duty. As already stated, where the annual rate of duty is £100 the four-monthly rate is £36 13s., the equivalent of £109 19s. for 12 months, or almost a £10 increase for the year.

The licensing regulations provide that if a licence or registration book has been lost, destroyed, or accidentally defaced, the council issuing the original can provide a duplicate so marked on payment of a fee of 5s. Additionally, if any particulars on the licence have become illegible through no fault of the owner, for example fading, it will be replaced free of charge.

AT this season of the year when so much additional work is being handled by post offices it will save the time of both parties if the reference number of a particular licence application form is known beforehand and specifically requested. The form most commonly used is, of course, the "Application for Renewal of a Motor Vehicle Licence" R.F.1A.

There are, however, several other forms drawn up for use in specific purposes in connection with the licensing or re-licensing of motor vehicles. These include form R.F.1/1 on which is made the original application for a licence and declaration for registration of a motorcar. The corresponding form for use in connection with goods vehicles is R.F.4, whilst R.F.8 is used to apply for a licence for a hackney carriage.

Of more limited use is form R.F.4/3 on which application for a licence and declaration of a farmer's goods vehicle is made. Application for licences of tractors used for general haulage purposes is made on form R.F.5/1 and electrically propelled goods vehicles on form R.F.4/1. More widely used is form R.F.6 which is of particular interest to fleet users in that it facilitates the application for licences for six or more vehicles of uniform type on one form, so reducing clerical work.

S.B.

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An example of one of the largest units has recently been supplied to Radnorshire Co., Ltd., Knighton, Radnorshire. This is used with a Leyland Octopus flat-platform eight-wheeler, and is rated to carry 15 tons. For unloading of seeds and fertilizers, worm discharge is employed, this being driven by a small self-contained petrol engine which gives a discharge rate of 25/30 tons per hour.

Price of the container unit, complete with all equipment and including a fitted sheet to cover the open top, was £642.

B. 9

Transport Affairs in Parliament

Anti-smoke Bill Gets First Reading

FROM OUR PARLIAMENTARY CORRESPONDENT

THE public regarded diesel fumes as being not only annoying and sometimes almost asphyxiating, but also as being entirely unnecessary, said Mr. Rupert Speir (Tory, Hexham) in the Commons last week, when he introduced his anti-smoke Bill. This measure, he explained, sought to abolish, or at any rate to abate, the nuisance and danger caused by vehicles emitting dark diesel fumes. It empowered the Minister to make regulations under the Road Traffic Acts to enforce the use of all or any of a number of different devices, whether additives to put in the fuel, filters or scrubbers, or the use of vertical exhausts.

He could not say that he had had much encouragement so far from the Minister, confessed Mr. Speir, but although Mr. Marples might be somewhat lukewarm about the Bill it had found considerable favour in other quarters.

Noting the conflicting views of the experts on this subject, Mr. Speir said that they all agreed that proper maintenance of the engines was the best answer. If the diesel engine were properly maintained and driven there was no need at all for objectionable black smoke to be discharged.

"The prime aim of the Bill would, therefore, be prevention rather than cure. The aim is to encourage proper main-

tenance. Today, with a whole scale of new devices and new meters coming on the market, it is comparatively easy to achieve the objective of correct maintenance."

Other countries were ahead of us in the attack on this problem, went on Mr. Speir. The steady growth in the number of diesel vehicles—from 88,000 in 1950 to 374,000 in 1960—was all the more reason for Parliament reviewing the problem and taking reasonable steps to prevent diesels from becoming too much of a menace.

The Bill, which has the support of M.P.s on both sides of the House, was given its first reading and will be considered again on April 6.

... but Government Support is Most Unlikely

FROM OUR POLITICAL CORRESPONDENT

ALTHOUGH it is down for second reading in April, Mr. Speir's Bill does not, at this moment, look likely to get Government support.

Mr. Marples is believed to have definite ideas of his own about the problem. They centre round the enforcement of existing laws rather than the passing of new ones.

This does not mean he is unsympathetic to the problem. Regulations laid last July will make it an offence, from New Year's Day, to misuse the excess fuel device to provide extra power while running.

On new vehicles the control device will have to be inaccessible to persons aboard while the vehicle is moving, and all vehicles will need to be adapted to conform by next July.

It is already an offence for any vehicle on the road to emit smoke or fumes likely to cause danger, damage or injury, and last year there were 1,875 prosecutions by the police under these regulations.

Like Mr. Speir, the Minister does, however, believe that a meter for measuring and recording smoke discharged would be a help to the police.

RFO

Experiments are now going on to see whether a suitable "roadside" test procedure can be developed. Meanwhile, the police are using their powers to prohibit the carriage of goods by vehicles emitting smoke, and they are ensuring that such vehicles, when spotted, are put in order.

Although the bulk of heavy goods traffic in Britain is diesel-engined, research has shown that a well-maintained and properly driven diesel emits no more than an occasional puff of smoke. Additives or suppressors will not, it is thought, abolish this.

To sum up, the Ministry case is therefore likely to be that the existing safeguards, strengthened by the regulations which will be law in 1962, are gradually controlling the nuisance.

If an effective smoke-meter can be added to the police armoury, the position will become very satisfactory, and a minimum of inconvenience to diesel operators will have been caused.

At the moment we are feeling our way toward getting proper tests. By next April, when the debate is held, the Government may have further news on this point.

M.P.s Want to Curb Rail Road Services

From Our Political Correspondent

CONSERVATIVE back-bench moves to limit the railways' powers to provide alternative passenger services by road are contained in new amendments to the Transport Bill, now in its committee stage in the Commons. The Tory group, headed by Mr. Geoffrey Wilson and Wing Commander Grant-Ferris, are contesting the issue of discontinued rail lines.

While they agree that the railways should have powers to provide road passenger transport as a substitute for "temporarily interrupted" rail services, they oppose the intention that this power should also apply to services that have been discontinued. Their amendments seek to delete from this part of the Bill all reference to discontinued services.

Meanwhile, the Opposition, thwarted in their efforts to create a fifth board—the Road Board—have switched their attack to another fundamental issue: the guiding principle of railway economies.

Two amendments in the names of Mr. G. R. Strauss, Mr. R. Mellish and Mr. E. Popplewell seek to insert into the statutory duties of the Railway Board that it shall provide services "adequate for the needs of the public, agriculture, commerce and industry."

This is what Mr. Marples has carefully avoided doing in drafting the Bill. He believes that commercial considerations must come first, and Dr. Beeching must not be hamstrung, initially at least by vague obligations conflicting with this.

A further amendment, laid by Labour Members Strauss, Mellish, Popplewell and Marsh, seeks to provide the Railways Board with powers not only to provide passenger transport by road where services have been discontinued, but goods transport as well.


Hire-purchase Bill "Talked Out"

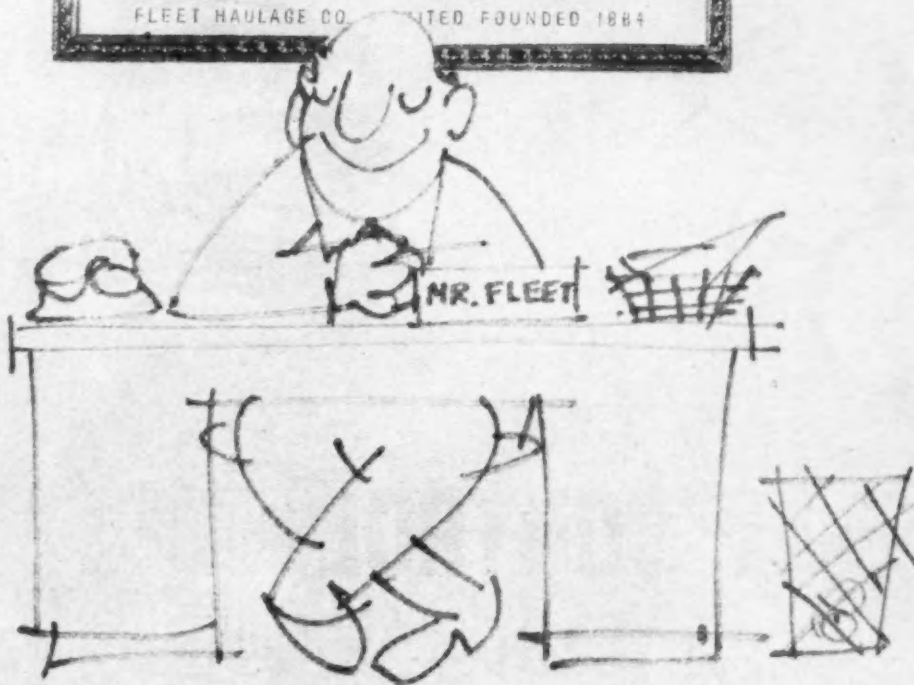
THE "snatch-back" of a van on which the purchase price of about £500 had been almost paid, because a hire-purchase instalment to a finance company was four days overdue, was described in the Commons last week. Mr. A. E. Oram (Lab., East Ham, South) quoted this "rawest of raw deals" when the House was discussing the Hire Purchase Bill, a Private Member's measure introduced by Mr. W. T. Williams (Lab., Warrington).

One part of the Bill raised from £300 to £1,000 the limit of statutory protection on hire-purchase transactions and, said Mr. Oram, had that been on the Statute Book, the van could have been repossessed only after a court order.

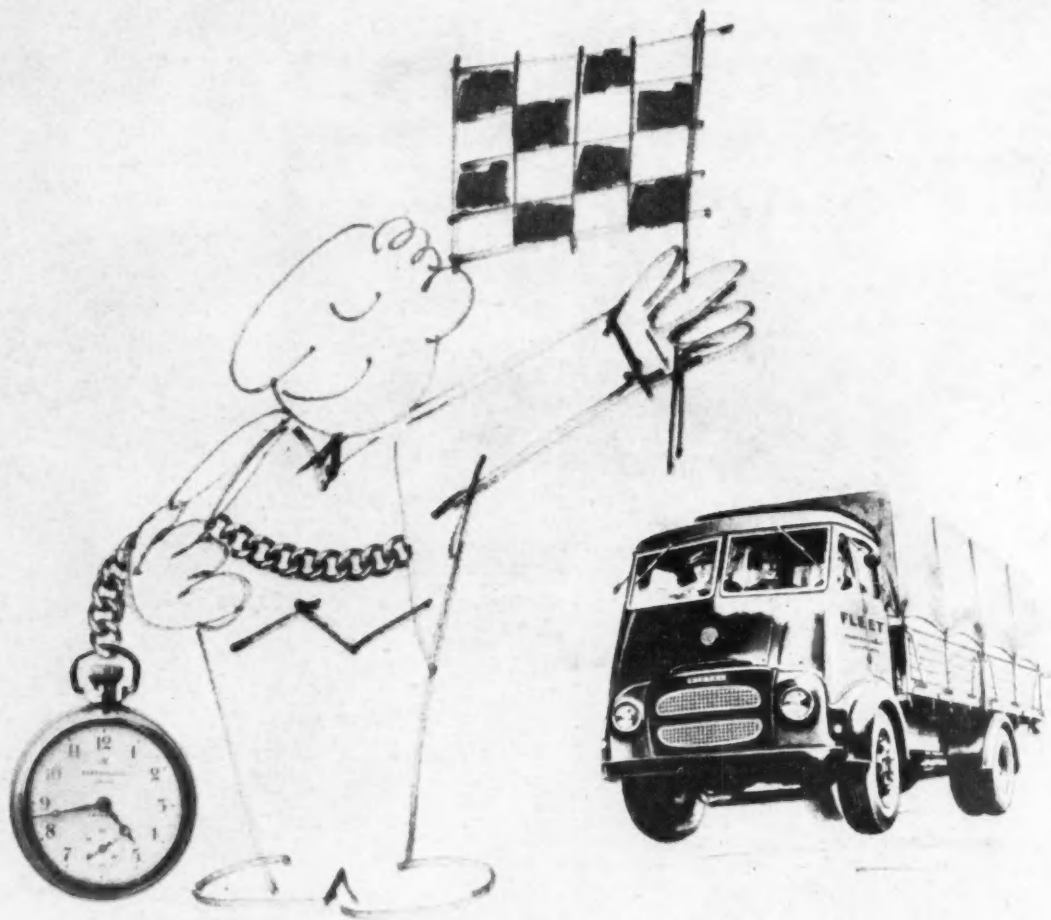
The Bill was, however, "talked out" during the second reading last Friday.

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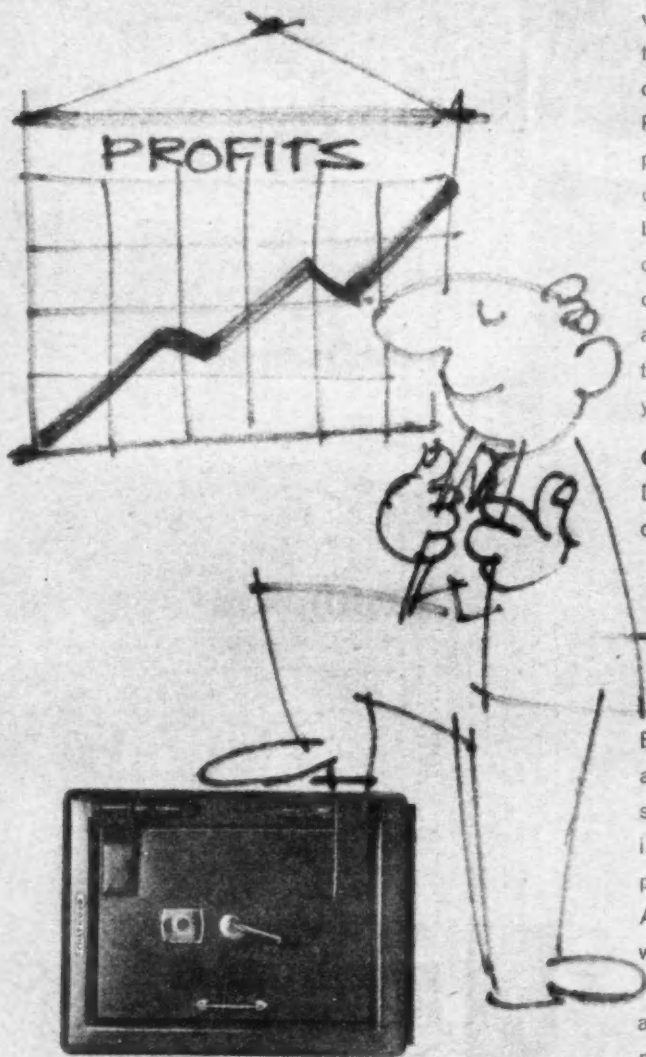


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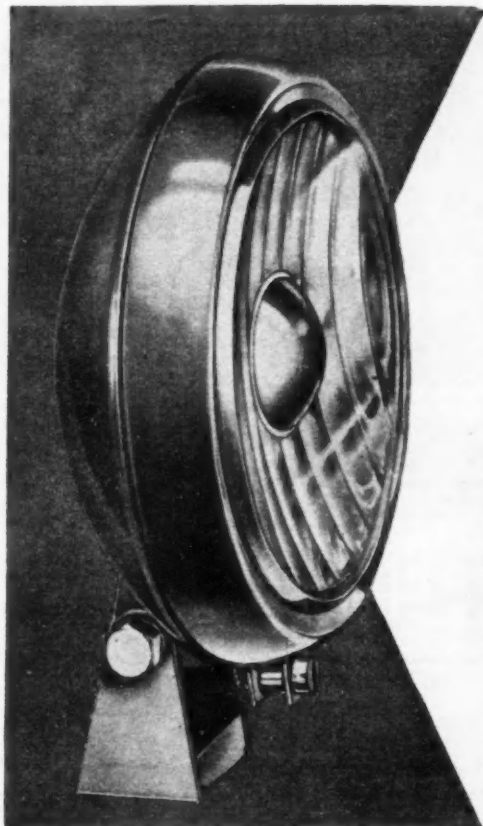
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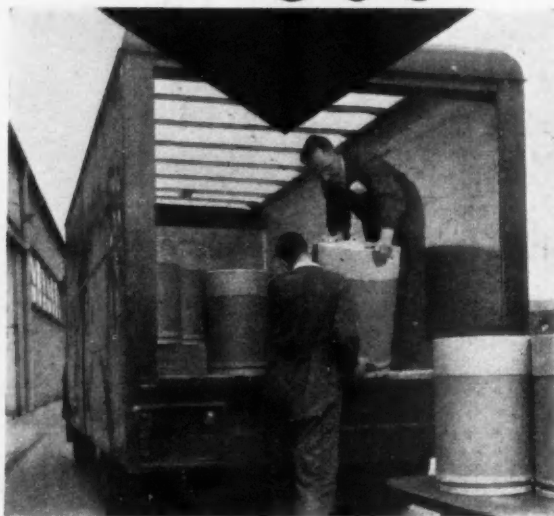
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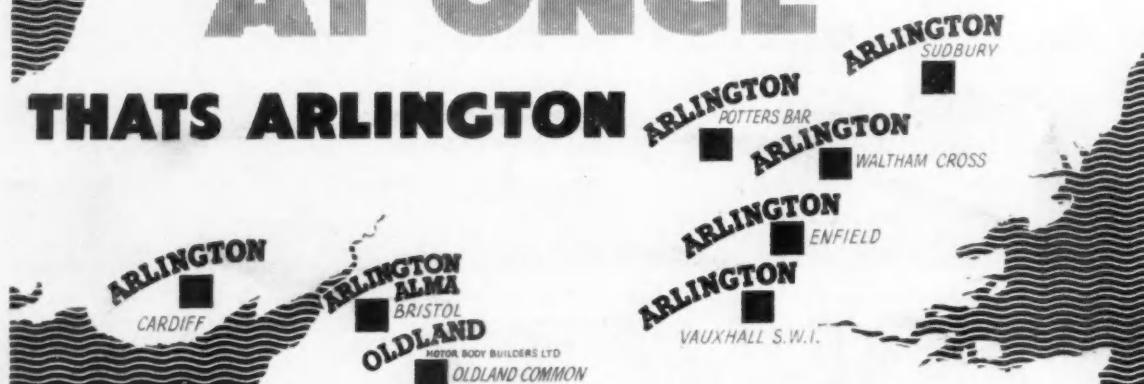
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CLASSIFIED

THE
COMMERCIAL
MOTOR

ADVERTISEMENTS

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GOODS VEHICLES FOR SALE AND WANTED

USED GOODS VEHICLES

A.E.C.

A.E.C. Matador 4 x 4, ex-M.O.S., unregistered, air brakes, heavy-duty winch, chassis-cab or equipped with jib and ground anchor.
PRAILS (HEREFORD), LTD., Holmer Rd., Hereford. Phone 4221. 939-54

A.E.C. Diesel Matadors, 4 x 4, heavy-duty power winch, full air brakes.
A.E.C. Diesel 6 x 6 chassis and cab.

T. E. CUNLIFFE, 45 Wellington Rd., Handsworth, Birmingham, 20. Northern 0832. 939-94

ONE 1958 A.E.C. Mustang. Newport Motor Service. Phone, Newport 59441. 939-203

A.E.C. 8-wheeler, 9.6 engine, double drive, air brakes, one owner since new, full front, modern-type cab, well maintained, £1,650.

1954 A.E.C. 8-wheel bulk tipper, 9.6 engine, air brakes, in excellent running order, £950.

A.E.C. 8-wheeled bulk tipper, double drive, 11.3 engine, in excellent running order, one owner, £1,750. Terms and exchanges.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 174.

A.E.C. Matador 6-wheeler, ex R.A.F. tanker, less tank, £500. Box CM397, care of "The Commercial Motor." 942-6093

EX-W.D. Matador with cam, winch, anchors and retracting jib crane, 7.7 diesel engine, ideal for heavy recovery or timber extraction work, £1,150. J. C. Edge and Co., Ltd., Craven Arms, Salop. 940-6099

1948 A.E.C. 8-wheeler, 9.6 engine, £300.
C. RUSSETT, 155 Millbank St., Northam. Southampton 26590. 939-471

A.E.C. Wanted

A.E.C. Monarch short-wheelbase. Full particulars, price, Box CM314, care of "The Commercial Motor." 939-458

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ALBION

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MILLBURN MOTORS, LTD.

MILLBURN STREET,
GLASGOW, N.1.

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NEW **ALBION CHIEFTAIN TYPE CH1AKL**

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ALBION CHIEFTAIN SCAMMELL

TRACTORS, TWO OF EACH, £350.

NEW **LEYLAND COMET LORRIES**

TIPPERS AND OCTOPUS CHASSIS.

939-239

1951 ALBION Chieftain, perfect condition, ex C licence, £200. Mell Street Garage, London. S.E.10. Gre 0451-3252. 941-6019

1955 ALBION Chieftain 7-ton diesel platform lorry, good condition including tyres, choice of two, Watson Bros. (Aldridge), Ltd. Phone, Airdrie 2401-5. 939-22

1957 ALBION Chieftain, Duramin cab, drop-side body. Gul 3555. 939-139

Used Goods Vehicles (contd.)

1958 ALBION Clydesdale heavy-duty tractor unit, fifth-wheel coupler, vacuum brakes, good tyres and condition.

RYLAND GARAGE, LTD., Ryland St., off Broad St., Birmingham, 16. Edgbaston, 4501-5. 939-89

1960 ALBION Reiver 6-wheel 17-cu.-yd. tipper, 39,000 miles, one owner, £1,675. Kin 3119. 939-485

1961 (First registered April) **ALBION** Caledonian long-wheelbase tipper, fitted fixed-side alloy body, double ram front-end gear, rack-type stabilizer, also fitted with Syndromic automatic chassis lubrication, 13,000 miles only.

RELIANCE GARAGE (BRIGHOUSE),

WAKEFIELD ROAD,
BRIGHOUSE, YORKS.

Phone, day, Brighouse 1677.

NIGHT, BRADFORD 78486 OR BRIGHOUSE 2005. 939-493

1960 ALBION Chieftain full wheel tipper, £1,150.

1959 ALBION Reiver 6-wheel tipper, £1,750.

NEW ALBIONS from stock.

BROWNHILLS MOTOR SALES, Wasting St. (A5), Brownhills, Staffs.

PHONE, Brownhills 2525-6-7. 939-208

1956 Reiver long-wheelbase tipper, alloy coal body, Comet engine, £825.

1955 Reiver long-wheelbase platform, Albion engine, £595.

1950 Chieftain 22-ft. platform, alloy, £200.

JOHN HUDSON, Doncaster Rd., Bawtry, Yorks. Phone, Bawtry 362, 456, 457. 939-296

1953 ALBION Chieftain, platform, £250. Abbot 939-323

1956 ALBION Reiver 6-wheel flat, Leyland engine, 8.25 x 20 tyres, one owner from new, £500.

1955 ALBION Reiver 6-wheel flat, Albion engine, £350.

CONLEY, 149 Mayo Avenue, Bradford. Phone 27694. 939-468

ATKINSON

THE NIGHTINGALE ENGRG. CO., LTD.

THE LONDON DISTRIBUTORS FOR

ATKINSON.

ALL MODELS COMPLETE SALES AND SERVICE

AT BALHAM, S.W.12.

Kelvin 2193.

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CLASSIFIED ADVERTISEMENTS

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Used Goods Vehicles (contd.)

RYLAND GARAGE, LTD.

MIDLAND DISTRIBUTORS.

1958 ATKINSON 8-wheeler, 6LW, long-wheelbase, latest fibreglass cab, automatic greasers, 24 ft. 6 in. flat, good tyres and checked through workshops.

A always available. Selection of late model ATKINSON 8-wheelers

RYLAND GARAGE, LTD.

RYLAND STREET,
OFF BROAD STREET,

BIRMINGHAM, 16.

Edgbaston 4501-5.

939-90

THE NIGHTINGALE ENGINEERING CO., LTD.

1956 ATKINSON T745 tractor unit, complete with 14-ton Dymon trailer.

1959 ATKINSON 8-wheeler, 6LX engine, very clean.

1959 ATKINSON T740X tractor, Gardner 6LX engine, 28-ft. York tandem trailer, good tyres.

1956 ATKINSON T745 tractor unit good condition.

1960 ATKINSON 4-wheeled tipper, Edbro end-ram tipping gear, very good condition.

1960 ATKINSON 8-wheeled tipper, double drive, all-metal body, excellent condition.

WESTERN LANE, London, S.W.12, Kelvin 2193. 939-182

1954 ATKINSON 8-wheeler, 6LW, double drive, air brakes, 24-ft. flat, one owner from new.

PRAILS (HEREFORD), LTD., Holmer Rd., Hereford. Phone 4221. 939-53

1957 ATKINSON 2-compartment 3,600-gal. tankers, 14-ft. tanks, tanks, lagged, steam coils, elliptical pump discharge, 6LW, double drive, 9.00 x 20, automatic greasers. Smiths Garage, Canal St., Nottingham. Phone 55001. 939-95

SPECIAL NOTICE

CHRISTMAS PRESS ARRANGEMENTS

Classified Advertisements for the issues affected by the Christmas Holiday must reach us as follows:

DECEMBER 22, issue not later than first post, **MONDAY, DECEMBER 18.**

DECEMBER 29 issue not later than first post, **WEDNESDAY, DECEMBER 27.**

Telephone instructions can be received up to noon.

All instructions should be addressed to the Manager.

Classified Advertisement Dept.,

"THE COMMERCIAL MOTOR,"

Bowling Green Lane, London, E.C.1

Please post your Advertisements early.

Used Goods Vehicles (contd.)

NEW and used vehicles in stock for immediate delivery.

SCOTTS OF NOTTINGHAM, LTD., Lambourne Drive, Nottingham, Deer Park 221. 939-103

1954 ATKINSON 6-wheel double-drive, Gardner 6LW, 24-ft. platform. Gulliver 5555. 939-140

1950 ATKINSON 8-wheel double-drive 24-ft. platform, 6LW engine, 5-speed box, in first-class condition, any trial, £400 o.n.o. Phone, Sheffield 52068. 939-265

1956 ATKINSON 6-wheel Steer, 6LW Gardner, 5-speed box, very clean. 939-412

BILLET AUTO SALES, 236-40 Billet Rd., Walthamstow, E.17. Larkwood 5337. 939-412

AUSTIN

UNREGISTERED AUSTIN 5-ton K4 truck, new batteries, repainted, £140. 3-ton vans, roller-shutter rear doors, £150. L. W. Vass, Ltd., Amptill, Bedford. Amptill 3255. 939-905

1959 AUSTIN 7-ton long-wheelbase diesel tipper, wood drop-side body, excellent condition, including tyres. Watson Bros (Airdrie), Ltd. Airdrie 2401-5. 939-20

HUNTER VEHICLES, L. TD.

CROWN WORKS,
290 SOUTHBURY ROAD,
ENFIELD.

1957 (Late) AUSTIN Omnivan, with side door, excellent condition, one owner.

IMMEDIATE DELIVERY.

HIRE-PURCHASE TERMS ARRANGED.

HOWARD 4184 OR 3892. 939-117

DAWNIER MOTORS, L. TD.

EWELL BY-PASS, SURREY,
Phone, Ewell 2382.

NEW AUSTIN 30-cwt. drop-side truck, immediate delivery.

NEW AUSTIN 19-cwt. Omnivan, immediate delivery.

1958 AUSTIN 7-ton diesel insulated boxvan, two-speed axle, exceptional, £545.

1956 AUSTIN 7-ton diesel, 18-ft. platform, two-speed axle, £225. 939-508

CAR MART SALES, L. TD.

AUSTIN COMMERCIAL VEHICLES DISTRIBUTORS
FOR LONDON AND ESSEX.
SIX MONTHS' GUARANTEE
WHERE STATED.

1960 AUSTIN A35 van, 12,000 miles, guaranteed, £285.

1959 AUSTIN LCO5 30-cwt., B.M.C. diesel, normal control, drop-side truck, guaranteed, £465.

1960 AUSTIN A152 15-cwt. Omnivan, 12,000 miles, guaranteed, £365.

1959 AUSTIN A50 Martin Walter Utilicon, guaranteed, £465.

1957 AUSTIN A152 15-cwt. Omnivan, £175.

1955 AUSTIN 3-ton, B.M.C. diesel, normal-control long-wheelbase drop-side truck, guaranteed, £145.

1956 AUSTIN 1-ton, B.M.C. diesel, normal-control boxvan, £195.

1959 AUSTIN 5-ton, B.M.C. diesel, forward-control long-wheelbase, alloy body, platform truck, heater guaranteed, £595.

1960 AUSTIN 304 3-ton B.M.C. diesel drop-side truck, heater, 9,000 miles, guaranteed, £643.

CAR MART, L. TD.

WELSH HARP,
EDGWARE ROAD, LONDON, N.W.9.
HENDON 6500.
BOW DEPOT,
497 OLD FORD ROAD,
LONDON, E.3.
Advance 6501. 939-6

MARSTON MOTOR CO., L. TD.

SEVEN SISTERS ROAD,
TOTTENHAM, LONDON, N.15.
Phone, Stamford Hill 8000.

MAIN RETAIL DEALERS FOR AUSTIN COMMERCIAL VEHICLES AND SOLE DISTRIBUTORS FOR THORNYCROFT COMMERCIAL VEHICLES FOR LONDON AND HOME COUNTIES NORTH OF THE THAMES.

OFFER FROM STOCK NEW LUTON VANS FOR IMMEDIATE DELIVERY.

NEW AUSTIN new-type 30-cwt. diesel 500-cu.-ft. Luton van in primer.

NEW AUSTIN 5-ton 1,700-cu.-ft. diesel Luton van.

NEW AUSTIN 3-ton normal-control diesel drop-side truck.

NEW AUSTIN 7-ton short-wheelbase 8-cu.-yd. drop-side Anthony underfloor tipper on 9.00 x 20 14-ply tyres.

1956 AUSTIN 3-ton forward-control 1,500-cu.-ft. Luton van, body rebuilt and in primer, £595. 939-372

Used Goods Vehicles (contd.)

4 X4, good selection, low mileage, M.O.S. rebuilds, from £150 each; 6 x 4, very low mileage, M.O.S. rebuilds, chassis and cabs, from £175 each.

CUNDEY AND STEWART, LTD., Alfreton, Derby. Phone, Leabrooks 477. 939-817

1960 AUSTIN 5-ton diesel platform truck, in excellent condition, a bargain at £595. York Trailers, Corby, Northants. Corby 3561. 941-6087

1960 AUSTIN diesel 7-ton long-wheelbase platform body, Eaton 2-speed axle, 9.00 x 20 tyres, one owner-driver, red, black, £825.

VINCENT GREENHOUS (HEREFORD), LTD., Lyde Motor Works, Hereford. Phone 2347-8-9. 939-337

1961, March, AUSTIN diesel prime mover, fifth, wheel coupling, with Tasker 10-ton 25-ft. drop-side trailer, low mileage condition as new, £1,450.

J. H. SPARSHATT AND SONS, LTD., London Rd., Hulsea, Portsmouth. Phone, Portsmouth 60361. 939-392

BEDFORD

HAMILTON MOTORS (LONDON), L. TD.

466-490 EDGWARE ROAD,
LONDON, W.2.

Paddington 9022-8. Ambassador 7211.

THE MAIN BEDFORD DEALERS.

FULL range of new BEDFORDS from stock.

1956 BEDFORD 25-cwt. Spurling van, blue, immaculate condition, £250.

1955 BEDFORD 3-ton semi-Luton van, integral cab, repainted blue, £365.

1954 BEDFORD 5-ton truck, Baico extensions giving 16-ft. coachbuilt body, £275.

1957 BEDFORD 7-ton platform truck, fitted reconditioned R6 diesel engine, £495.

1956 7-ton long-wheelbase tipper, reconditioned R6 engine, 19-in-ram wood body, £495.

1953 BEDFORD 5-ton A-type 6-yd. tipper, Weston gear heavy-duty body, £125.

1955 BEDFORD 7-ton short-wheelbase tipper, 8-yd. alloy body, latest P6 diesel engine, £375.

A Selection from one of the finest and most comprehensive stocks of used vehicles in the country, trucks and tippers from £100 to £900.

AND at 252 Belize Rd., N.W.6. Mai 0712. 939-181

CAPITAL MOTOR CO., L. TD.

REMINGTON STREET,
CITY ROAD, LONDON, N.1.
Phone, Clerkenwell 7456.

BEDFORD MAIN DEALERS.

NEW BEDFORD 15-cwt. 90-in.- and 102-in.-wheelbase diesel vans, ex-stock.

NEW BEDFORD 15-cwt. 102-in.-wheelbase and 90-in.-wheelbase petrol vans, immediate delivery.

NEW BEDFORD 7-ton forward-control 120-in.-wheelbase standard tipper, 2-speed axle, 9.00 x 20 tyres, early delivery.

1958 BEDFORD 5-type 7-ton petrol platform trucks, good condition, choice of two, each £385.

1957 59 BEDFORD CA vans, good condition, from £150.

FOR immediate delivery of the above new BEDFORDS. PLEASE phone, Clerkenwell 7456.

CAPITAL MOTOR CO., LTD., Remington St., City Rd., London, N.1. 939-196

GATES OF WOODFORD.

FORD MAIN DEALERS.

CHIGWELL ROAD,

WOODFORD GREEN,

Wanstead 6633.

1957 BEDFORD 7-ton R6 drop-side truck, £300.

1954 BEDFORD 7-ton R6 platform, £160.

1954 BEDFORD 7-ton (petrol) tipper, 12-cu.-yd. £150. 939-414

DINNAGES GARAGES, L. TD.

MAIN FORD DEALERS,
MID-SUSSEX.

OFFER FOR SALE THE FOLLOWING:—

BEDFORD 7-ton 7-cu.-yd. tippers, from £250.

BEDFORD long-wheelbase diesel, 5-7-ton trucks, from £255.

DINNAGES, Wivelthorpe Rd., Haywards Heath, Sussex. Phone, Haywards Heath 1466-7-8. 939-386

E. J. BAKER AND CO. (DORKING), L. TD.

BEDFORD

MAIN DEALERS.

1959 BEDFORD short-wheelbase tippers, 300 cu. in. diesel engine, fixed- and drop-side steel body, 9.00 x 20 tyres, in good condition, choice of several from £225.

1956 BEDFORD 35-cwt. van, petrol engine, very good condition, £235.

1959 BEDFORD S-type 7-ton long-wheelbase truck, 18-ft. long, Bedford 300 cu. in. diesel engine, in excellent condition throughout, 8.25 x 20 tyres, £595.

1955 BEDFORD long-wheelbase platform, R6 engine, in good condition, £365.

1959 BEDFORD CA van, in good condition, £265.

NEW BEDFORDS for immediate and early delivery.

55-61 LONDON STREET,

CHERTSEY.

Chertsey 2391. 939-381

Used Goods Vehicles (contd.)

LAWSON PIGOTT MOTORS, L. TD.

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BOXVANS, Luton vans, pantechnicons, tippers, trucks and articulated vehicles, specialist bodywork, composite or aluminium alloy.

WE can usually give a favourable delivery and at the right price. For quality in workmanship, service and satisfaction you can rely on us. For recommendations we rely on you.

NEW BEDFORD TK 7-ton short-wheelbase chassis-cab.

NEW BEDFORD TK 7½-ton short-wheelbase tipper.

NEW BEDFORD 10-12-cwt. and 15-cwt. short- and long-wheelbase vans, petrol and diesel.

1954 BEDFORD 7-ton truck, petrol, choice of two, £175 each.

1958 BEDFORD 7-ton diesel truck, 2-speed axle, 19-ft. body, £660.

1957 BEDFORD 2-3-ton truck, petrol, £345.

PART-EXCHANGES? Certainly! Hire-purchase terms.

SALES STAFF IN ATTENDANCE UNTIL 5 P.M.

SATURDAYS.

PHONE, BARNET 1066.

186 EAST BARNET ROAD,

NEW BARNET,

320 KING STREET, HAMMERSMITH,

LONDON, W.6.

PHONE, RIVERSIDE 4111. 939-118

JESSUPS (STRATFORD), L. TD.

125-131 STRATFORD ROAD, LONDON, E.15.

Mar 6699.

BEDFORD MAIN DEALERS.

NEW BEDFORD TK 10-ton diesel tractor unit, with Scammell coupling, 3-speed gearbox.

NEW BEDFORD 15-cwt. short-wheelbase pantechnicon, 280 cu. ft., petrol engine, painted light blue, fitted threeglass roof panels, rear roller shutter, tailboard, £725.

1958 BEDFORD 3-ton diesel boxvan, 550 cu. ft., integral cab, low mileage, one owner, very clean, £575. 940-0096

WATSON BROS. (AIRDRIE), L. TD.

FOR NEW AND USED BEDFORDS.

1960, August, BEDFORD 7-ton J-model tipper, 2-speed axle, steel drop-side body, low mileage.

1960 BEDFORD 7-ton S-type tipper, steel body, 2-speed axle, very clean.

1957 BEDFORD 7-ton long-wheelbase tipper, Leyland engine, wood drop-side body, £475.

1957 BEDFORD 6-ton short-wheelbase diesel tipper, wood drop-side body.

1955 BEDFORD 5-ton short-wheelbase petrol tipper.

THE BEDFORD SPECIALISTS,

WATSON BROS. (AIRDRIE), L. TD.

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COUNTY GARAGE, AIRDRIE.

Phone, Airdrie 2401-5.

MAIN STREET, COATBRIDGE.

Phone, Coatbridge 534.

COATBRIDGE SHOWROOM OPEN WEEKDAYS FROM 9 A.M. TO 8 P.M., SATURDAYS AND SUNDAYS TILL 5 P.M. 939-23

BENTLEY BROS. (SHEFFIELD), L. TD.

VAUXHALL-BEDFORD MAIN DEALER,

71 THE WICKER, SHEFFIELD, 3.

Phone 29281.

1958 BEDFORD 5-ton normal-control 300-cu.-in. diesel long-wheelbase chassis and cab, good tyres, ready for immediate use, £395.

1958 BEDFORD 7-ton long-wheelbase forward-control drop-side truck, 300-cu.-in. diesel, 8.25 x 20 12-ply tyres, one local owner, fit for years of work, £525.

1956 BEDFORD 7-ton long-wheelbase drop-side petrol truck, 9.00 x 20 tyres, Eaton 2-speed axle, £150.

H.P. Facilities can be arranged for selected clients. 939-46

BEDFORD 5-ton normal-control chassis-cab, 300-cu.-in. petrol engine, demonstrator, only 200 miles, £760. C. Allen and Son, Ltd., Taunton 2055. 939-133

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WIDMORE ROAD, BROMLEY, KENT.

Ravensbourne 3456 (11 lines).

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PERKINS SIGNHOLDERS.

OPEN SATURDAYS.

NEW BEDFORD 15-cwt. builder's truck, £540.

1960 BEDFORD Workobus, 8,000 miles, £445.

1959 BEDFORD 15-cwt. van, radio, one owner, red, £265.

1959 BEDFORD 15-cwt. short-wheelbase van, one owner, grey, £250.

COMMERCIAL vehicle specialists in all ranges of body work from 10 cwt. to 12 tons. 939-58

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BEDFORD TO THE BACKBONE.
 EARLY DELIVERY OF ALL NEW BEDFORDS.
 1955 BEDFORD 5-ton Luton van.
 1959 BEDFORD 4-ton J-type diesel truck.
 1956 BEDFORD 5-ton petrol truck.
 1956 BEDFORD 5-ton tipper.
 1957 BEDFORD 3-ton diesel truck; choice of two.
 1958 BEDFORD 7-ton truck, 350 diesel.

LARGE SELECTION OF CA VANS
 FROM £100.
 OTHER MAKES AND MODELS ALWAYS
 AVAILABLE.
 BACKED BY UNEQUALLED SERVICE AND
 SPARES FACILITIES.
 BEDFORD RECONDITIONED ENGINES
 FROM STOCK.
 NEW TK MODEL AVAILABLE FOR
 DEMONSTRATION.
 WRITE PHONE OR VISIT
THE BEDFORD CENTRE.
 LEIGHTON ROAD,
 LONDON, N.W.5.
 Gulliver 5555. 939-138

1960 BEDFORD full wheel flat, £575.
BROWNHILLS MOTOR SALES, Watling St. (A51),
 Brownhills, Staffs. 2525-6-7. 939-212
 1957 BEDFORD 6-7-ton long-wheelbase truck, diesel,
 alloy-framed body with wood floor, £325.
 Further information from
MARTIN WALTER, LTD., St. George's Place, Canter-
 bury. Phone 6131. 939-234
 1956 BEDFORD 10-ton diesel artic. unit, £195.
 LATE 1950 BEDFORD 2-3-ton petrol drop-side truck,
 low mileage, £495.
DAWNIE MOTORS, LTD., Ewell By-pass, Surrey.
 Phone: Ewell 2582. 939-505

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 THE BEDFORD MAIN DEALERS,
 FOR YOUR
NEW OR USED BEDFORD.
 BACKED BY SEVEN DAYS A WEEK AFTER-SALES
 SERVICE. OFFER, SUBJECT TO REMAINING
 UNSOLD, THE FOLLOWING—
NEW BEDFORDS.

NEW BEDFORD 10-cwt. JOP pick-up, finished cream,
 £670.
NEW BEDFORD 15-cwt. utility Busette, green and green
 flash, £592 14s.
NEW BEDFORD 15-cwt. Calthorpe caravan, blue and
 cream, £854.
NEW BEDFORD 5-ton forward-control tractor, 135-in.
 wheelbase, petrol, £248.
NEW BEDFORD 7-ton forward-control 120-in. wheel-
 base, Telehoist, fixed-side tipper, 5-speed gearbox,
 £1,597.
NEW BEDFORD 7-ton forward-control, 167-in. wheel-
 base chassis cab, 5-speed gearbox, 3-piece wheel, 13-in.
 clutch, heavy-duty front spring, £1,322.
NEW BEDFORD 10-ton forward-control tractor unit,
 330 diesel, 13-in. clutch, air brakes, Scammell cou-
 pling, 5-speed gearbox, 8.25 x 20 14-ply tyres, £1,422 12s. 6d.

USED BEDFORDS.
 1955 57 BEDFORD CA van, from £195; choice of
 four.
 1956 BEDFORD 13-cwt. Spurling van, £275.
 1956 BEDFORD 12-ton tractor, 350 Leyland diesel,
 Scammell coupling, £450.
 1958 BEDFORD 6-ton long-wheelbase diesel, double-
 drop-side metal body tipper, 10-cu.-yd. twin
 ram, £695.
 1959 BEDFORD 7-ton 168-in. wheelbase, 300 diesel,
 Baico extension, 23-ft. platform with headboard,
 £750.
 1960 Model BEDFORD 10-ton tractor, 300 diesel,
 Scammell coupling, choice of two, £750.

PARSONS AND PARSONS (GARAGES), LTD.,
 HARLOW, ESSEX.
 Phone, Potter Street 121. 939-164

1960 BEDFORD 7-ton S-type tipper, 300 diesel,
 2-speed axle, £575.
 1959 BEDFORD 6-wheeler, York conversion, Comet
 engine, 2-speed axle, 5-speed box.
 1958 BEDFORD articulated 13-type 20-ft. 8-ton
 Scammell trailer, 25-ft. 12-ton Tasker Scammell
 trailer. Would separate at 2075. Billett Auto Sales,
 236-40 Billett Rd., Watlington, E.17. Larkwood 5337.
 939-1
 1959 BEDFORD 3-type tipper, with extension sides,
 2-speed axle, choice of eight.
CENTRAL GARAGE (UPPINGHAM), LTD., Ayston
 Rd., Uppingham, Rutland. Phone, Uppingham
 3296-7-8. 939-99
 1959 BEDFORD diesel Boys 6-wheeler, 21-ft. plat-
 form body, 2-speed axle.
PRALLS (HEREFORD), LTD., Holmer Rd., Hereford.
 Phone 4231. 939-51
 1956 BEDFORD S-type tractor unit, Scammell hitch,
 good condition, £415. Arnold 7771. 939-159

Used Goods Vehicles (contd.)

HUNTER VEHICLES, LTD.,
 CROWN WORKS,
 290 SOUTHURRY ROAD,
 ENFIELD.
 1956 BEDFORD 5-ton box van, P6 diesel, 850 cu. ft.,
 under 4 tons, light alloy and plastic body, one
 owner.
 1956 BEDFORD 5-ton box van, P6 diesel, 660 cu. ft.,
 light alloy body, one owner.
IMMEDIATE DELIVERY.
HIRE-PURCHASE TERMS ARRANGED.
HOWARD 4184 OR 3862. 939-116

BEDFORD 4-ton J type drop-side truck, 200 diesel
 engine.
BEDFORD 2-ton Luton van, 650-cu.-ft., good runner,
 £495.
BEDFORD 1956 5-ton short-wheelbase wood body tipper,
 £1,100.
 1956 BEDFORD 5-ton boxvan, 650-cu.-ft. 3-way load-
 ing body, excellent vehicle for multiple
 deliveries excellent tyres, mechanically sound, ready for
 immediate use, £125.
BEDFORD 5-ton boxvan, 7-cu.-ft. alloy body, 1955-56,
 64-C-licence operator, choice of three, bargain price.
EASTWOODS COMMERCIAL MOTORS, 27 Aston
 Rd. North, Birmingham, 6. Ast 3467. 939-83
SPURLING MOTORS (CITY), offer—
 1960 BEDFORD TK, 7-ton truck.
 1959 BEDFORD 5-ton diesel covered truck.
 1959 BEDFORD 12-seater Workobus.
 1958 BEDFORD 7-ton long-wheelbase diesel truck.
SPURLING MOTORS (CITY), 176-179 Shoreditch High
 St., London, E.1. Shoreditch 8433. 939-308
 1958 BEDFORD J-type tractor unit, Bedford diesel
 engine, Scammell coupling, £425.
HAMBLINS GARAGE, Rectory Rd., Rushden,
 Northants. Phone, Rushden 3211-3. 939-422

1958 BEDFORD (petrol) 5-ton forward-control
 platform truck, (two), from £395.
NEW BEDFORD vans, 10-12-cwt., now in stock.
BARTON MOTORS (PRESTON), LTD.,
 PRESTON.
 Phone, Preston 4664. 939-255

1954 BEDFORD 5-ton medium-wheelbase tipper,
 petrol, £175.
 1955 BEDFORD 5-ton short-wheelbase tipper, petrol,
 one owner, £110.
PERRIN'S MOTORS LTD., Marsh Lane, Southampton.
 Phone, Southampton 26495. 939-6071
 1961 Model BEDFORD TK 7-ton long-wheelbase
 18-ft. truck, 2-speed axle, excellent all-round
 condition, £825.
 1959 BEDFORD J-type 7-ton normal wheelbase steel
 body tipper, 2-speed axle, excellent all-round
 condition, £585. A. and L. Vehicle Supply Co., Gravel
 Lane, Salford. Phone, Manchester Blackfriars 1511.
 939-469

CAPITAL MOTOR CO. LTD.,
 TOTTENHAM LANE,
 HORNSEY, N.8.
 Phone, Mou 3451.
BEDFORD MAIN DEALERS, SCAMMELL
DISTRIBUTORS.

1954 BEDFORD 35-cwt. Spurling van, in very good
 order, fitted with heater and A1 set of tyres,
 £250.
 1959 BEDFORD Utilabrick, in red-ivory, excellent
 condition, £395.
NEW TK and J BEDFORDS also in stock. Phone,
 Mountview 3451. 939-375

1959 BEDFORD 7-ton J-type tipper, Bedford 300-
 cu.-in. diesel engine, 6-cu.-yd. all-steel body,
 Telehoist tipping gear, 2-speed axle, major components
 overhauled in our workshops, £750.
 1946 BEDFORD 5-ton pantechon, petrol engine,
 1,050-cu.-ft. body, £115. Shaw and Kilburn,
 Ltd., 143 Cambridge St., Aylesbury. Phone 2321.
 1959 (Late) BEDFORD 3-ton boxvan, 200 diesel
 engine, repainted, £525. 939-174
MIDLAND VEHICLE AGENCY, 164 High St.,
 Bordesley, Birmingham, 12. Phone, Vic 6040;
 evenings, Northern 8744. 939-351
BEDFORD 1960 J-type 7-yd. tipper, 300 diesel, 2-speed
 axle, very clean vehicle, £725. Phone, Coppermill
 477 or 4713. 939-432
BEDFORD 1960 S-type Leyland Comet engine, 9-yd.
 body, 9.00 x 20 tyres, 25,000 miles only, 5-speed
 gearbox, £750. Phone, Coppermill 4777 or 4713.
 939-434
 1956 BEDFORD 10-cwt. van, absolutely immaculate,
 £185. Edgware 2555. 939-426
 1957 BEDFORD 5-ton A-type, 300 diesel, double-
 drop-side truck, good tyres, well above average
 condition, £325. Edgware 2555. 939-427

Bedford Wanted
BEDFORD ALL TYPES WANTED.
BEDFORDS WANTED FOR CASH.
CHANDLERS MOTORS, LTD.,
 71 GREENWICH SOUTH STREET,
 LONDON, S.E.10.
 Greenwich 2033-4. 222-894

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Used Goods Vehicles (contd.)

BEDFORD CAV pick-up trucks, in good condition
 Faulkners (Transport), Ltd., Farnham, Hants. Phone,
 Farnham 4234. 940-6057
BEDFORD A-type short-wheelbase and long-wheelbase
 petrol and diesel trucks required, in good running
 condition, Faulkners (Transport), Ltd., Farnham, Hants.
 Phone, Farnham 4234. 940-6061
WE want BEDFORDS! Trucks, tippers, vans, Lutons,
 etc. G.T.C. (Commercial), Ltd., 2 Addington Rd.
 Bow Rd., E.3. Advance 5242-3. 939-498

B.M.C.
 1958 B.M.C. 7-ton long-wheelbase diesel tipper, works
 reconditioned engine just fired, very clean
 vehicle, in first-class condition, Watson Bros. (Alders-
 lid) Phone, Airdrie 2401-5. 939-21
B.M.C. 3-ton forward-control, 1955-56, 4-cylinder
 diesel, 14-ft. 6-in. drop-side body, clean,
 sound machine, £245.
 1960 B.M.C. 7-ton 8-yd. steel body, Telehoist
 gear, bargain, £650.
 1956 B.M.C. 5-ton normal-control drop-side truck,
 new 51 diesel engine fitted, heaters, ready for work,
 £285, bargain.
EASTWOODS COMMERCIAL MOTORS, 27 Aston
 Rd. North, Birmingham, 6. Ast 3467. 939-81
 1959 B.M.C. 6-wheeler Boys extension, 22-ft. platform
 body, one owner, small mileage, in first-class
 order, £750.
 1960 B.M.C. 6-wheel bulk tipper, 20-yd. alloy body.
 Boys extension, in first-class order, £1,500.
 1957 B.M.C. 4-wheeler with 21-ft. platform body,
 2-speed axle, power steering, in excellent order,
 £450.
 1956 B.M.C. diesel normal-control 2-3-ton drop-
 side truck, one owner, a large firm, in
 excellent running order, £210.
R. STEVENAGE 174. 939-294

EASTWOODS COMMERCIAL MOTORS.
5-TON forward-control 17-ft. drop-side truck, late
 1957 as new, petrol or diesel, choice of 16, all these
 ex-C. licence vehicles, wonderfully maintained, fleet at
 bargain price, satisfaction guaranteed.
EASTWOODS COMMERCIAL MOTORS.
 27 ASTON ROAD NORTH,
 BIRMINGHAM, 6.
 Phone, Aston Cross 3457. 939-86

B.M.C. 1960 long-wheelbase high fixed-side timber-
 bodied coal tipper, 2-speed axle, power
 steering, flashers and heater, repainted, £750.
B.M.C. 1957 long-wheelbase flat platform, 2-speed
 axle, power steering, works engine just
 fitted, £395.
MIDLAND VEHICLE AGENCY, 164 High St.,
 Bordesley, Birmingham, 12. Phone, Vic 6040;
 evenings, Northern 8744. 939-350
TWO 1960 B.M.C. flats for sale, good condition, Quorn
 Commercial Sales, Ltd., Warner Street Garage,
 Barrow on Soar, Leics. Quorn 2204. 939-436

COMMER
 1953 COMMER OX, light-alloy platform body, excel-
 lent condition, £170. L. W. Vass, Ltd.,
 Amphil, Bedford. Amphil 3255. 932-906
 1959 COMMER EDV Antelope, £250. H. Taylor
 and Co., Elmbridge 0081. 935-72
 1956 COMMER diesel Boys 6-wheeler, 21-ft. alloy
 body, 2-speed axle.
PRALLS (HEREFORD), LTD., Holmer Rd., Hereford,
 Phone 4221. 939-52
COMMER 7-ton long-wheelbase 1959 TS3 diesel
 U-shaped tipper, good condition, £525.
MEADWAY SPARES, Bordesley Green Rd., Birming-
 ham, 9. Victoria 4913. 939-125
EX-DEMONSTRATOR COMMER 7-ton diesel drop-
 side truck, 5,500 miles only, fitted overdrive gearbox,
 9.00 x 20 tyres and air brakes. Ray Powell, Ltd., Eastern
 Avenue, Ilford, Essex. Phone, Valentine 0123 (10 lines).
 939-128
THREE 1959 COMMER 6-wheelers, Newport Motor
 Service, Phone, Newport 5941. 939-205
 1959 COMMER TS3 articulated tractor unit, fitted
 with air brakes, 5-speed gearbox, fifth-wheel
 coupling and mounted on 9.00 x 20 tyres, first class run-
 ning order, one owner only, further information from—
MARTIN WALTER, LTD., St. George's Place, Can-
 terbury. Phone 6131. 939-215
 1960 COMMER TS3 12-ton tractor unit, automatic
 lubrication, automatic coupling.
 1958 COMMER 5-ton petrol tippers, 4-cu.-yd. bodies,
 choice of two, Normand, Ltd., 483-491
 Northolt Rd., South Harrow, Byron 8006, 9912.
 939-186

COX'S MOTORS (HILL TOP), LTD.
 1960 COMMER TS1 short-wheelbase tipper, steel
 body, air brakes and 5-speed gearbox, excellent
 condition, £850.
TERMS AND EXCHANGES ARRANGED.
COX'S MOTORS (HILL TOP), LTD.,
 127 HILL TOP,
 WEST BROMWICH.
 Phone, Wednesbury 0470, 1047. 939-483
 1959 COMMER 6-wheeler, £1,150.
BROWNHILLS MOTOR SALES, Watling St. (A51),
 Brownhills, Staffs.
PHONE, Brownhills 2525-6-7. 939-209
 935

Used Goods Vehicles (contd.)

1960 TS3 7-ton 18-ft. drop-side truck, 44,000 miles, immaculate, £1,050.
COX AND CO. (LEEDS), LTD., Regent St., Leeds, 2. Phone, Leeds 31914 (six lines). 939-267
COMMER express delivery van, immediate delivery. Commer 30-cwt. Modern Motor, 62 Paul St., London, E.C.2. Sho 4460. 939-382
15 CWT. forward-control van, foam grey, sliding doors, heater, very clean condition, registered March, 1960, £175. Brew Bros., 133 Old Bromington Rd., S.W.7. Fremantle 3333. 939-474
COMMER express delivery van in grey.
INGARFIELD'S GARAGE, LTD., 243 Brixton Rd., S.W.9. 939-464
1959 COMMER 6-wheel coal tipper, Eaton 2-speed axle, 5-speed gearbox, air brakes.
1959 COMMER 6-wheel platform truck, 5-speed gearbox, air brakes.
HAMBLIN'S GARAGE, Rectory Rd., Rushden, Northants. Phone, Rushden 3211-3. 939-420
1960 COMMER Unipower 6-wheel tipper, air brakes, 5-speed box, 2-speed axle, 9.00 x 20 tyres, flashers, heater, twin-ram end tipping gear, bulk body, cost £1,200, bargain £1,175. Hunt, 8 George St., Bedford, Phone 2246. 939-89342

Commer Wanted

COMMER TS3 long-wheelbase platform or drop-side 7-ton, 1956-58, tidy vehicle, reasonable price—cash. C. S. Martin and Son, Stow-on-the-Wold, Glos. Phone 581. 939-89250

DENNIS

1954 6-7-ton DENNIS Pax long-wheelbase platform diesel lorry, in immaculate condition and very good mechanical order, £375. Wessex Motors, Ltd., New St., Salisbury. Phone 5251. 939-29
DENNIS Pax, 1954, P6 engine, coachbuilt platform body with aluminium floor, one owner, vehicle in very fair condition, £240, or near offer. Automotive Services, Ltd., 50a Overdale Rd., Ealing, W.5. Eal 3652. 939-111

DODGE

1961 DODGE artic., Comet engine, 2-speed axle, 7,000 miles only, fifth-wheel coupling, 25-ft. drop-side trailer. Billett Auto Sales, 236-40 Billet Rd., Walthamstow, E.17. Larkwood 5347. 939-3
1955 DODGE 148R6 18-ft. double-drop-side diesel truck, good condition, £285.
UNIVERSITY COMMERCIALS, LTD., 99-117 Boston Rd., London, W.7. Phone, Ealing 2611. 941-6079

BENTLEY BROS. (SHEFFIELD), LTD.

VAUXHALL-BEDFORD MAIN DEALER,
71 THE WICKER SHEFFIELD, 3.
Phone 29281.

1957 DODGE 7-ton diesel long-wheelbase twin-ram tipper, wooden body, Eaton 2-speed axle, 9.00 x 20 12-ply tyres, owner-driven from new, immaculate, £525.
H.P. Facilities can be arranged for selected clients. 939-47

1955 56 DODGE Unipower 6-wheeler, 16-ft. 6-in. drop-side diesel truck, £385 o.n.o.
EASTWOODS COMMERCIAL MOTORS, 27 Aston Rd., North, Birmingham, 6. Ast 3467. 939-82

1958 DODGE 145AR6 6-wheeler (Boys), 14-cu.-yd. wooden body, £695. Cottee and Edwards, Ltd., Nottingham. Phone 46674. 939-100

1959 DODGE 8-cu.-yd. steel body, Telehoist tipping gear, Eaton 2-speed axle, Leyland Comet engine, well maintained, choice of two. Phone, Walswich 8151. 939-319

1950 DODGE 6-wheeler, Leyland engine, £1,550.
COX'S MOTORS (HILL TOP), LTD., 127 Hill Top, West Bromwich. Phone, Wednesbury 0470 and 1045. 939-484

1958 DODGE 6-ton drop-side truck, Perkins P6 engine, Hydovac brakes, wooden tilt, excellent condition throughout, £455. Benhill Motors, Ltd., High St., Sutton, Surrey. Vig 8192. 939-425

1960 DODGE 6-wheel tipper, 48,000 miles, 2-speed axle, power steering, Leyland Comet engine, triple drop side, Boys third axle, twin Edbro air brakes, in excellent condition; also Lutons, boxvans, trucks, tippers, petrol and diesel. Thornton and Hunter, 183 Leytonstone Rd., Stratford, London, E.15. Maryland 5077. 939-501

DODGE DISTRIBUTORS

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GLOUCESTERSHIRE, HEREFORDSHIRE,
WILTSHIRE.

H. R. WILSON-SCOTT, LTD.

MONK MEADOW, GLOUCESTER.
Phone, Gloucester 24447-8.

ALWAYS NEW MODELS AND USED VEHICLES
IN STOCK.

PART-EXCHANGES WELCOMED.

1958 DODGE diesel 7-ton short-wheelbase tipper, wood drop-side body, grey-black, paintwork excellent, one owner-driver, very good throughout, £550.
VINCENT GREENHOUS (HEREFORD), LTD., Leve Motor Works Hereford. Phone 2347-8-9. 939-339

E.R.F.

1953 8-wheeler, 6LW with 24-ft. alloy platform, air brakes, good tyres, £940. Duffield 304 Construction H.I.I., Norwich. Phone 46168. 939-89350
A36

Used Goods Vehicles (contd.)

1955 E.R.F. 8-wheel tipper, 6LW, double drive, bulk body, ready for work.
1959 E.R.F. 8-wheeler, 6LW, bulk tipper, only 8 tons unladen weight, fibreglass body (suitable coal or coke, etc.), automatic greasers, latest cab, low mileage, one owner, good tyres, repainted and ready for work, fully recommended and offered at £3,000 under cost price.
RYLAND GARAGE, LTD., Ryland St., off Broad St., Birmingham, 16. Edgbaston 4501-2. 939-91

ONE 1957 E.R.F. twin steer, Newport Motor Service, R. Birmingham, 16. Edgbaston 4501-2. 939-204

1948 Unregistered ex-Government E.R.F. artic. with 5LW and 5-speed gearbox, with low-loading trailer, 13 ft. 6 in. well, knock-out axle, 15-ton capacity, very good condition, tyres good, £850. C. Morgan and Son, Waltham Chase. Phone, Bishop's Waltham 133. 939-176

1959 E.R.F. 8-wheeler power tipper, 150 engine, as new. Walter Walker (Ecclesfield), Ltd., 248 The Common, Ecclesfield, near Sheffield. Phone 3667. 939-264

1953 E.R.F. 8-wheeler tipper, double drive, 6LW engine, in good running order, one owner since new, bargain, £750. Terms and exchanges.
RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 174. 939-289

1956 E.R.F. 8-ton 4-wheel flat platform lorry, 4LW engine, 2-speed axle, all-alloy 18-ft. body, bow-fronted cab, good 9.00 x 20 tyres, whole vehicle in first-class order, unladen weight 3 tons 19 cwt., bargain, £650. Grovebury Commercial, Ltd., Grovebury Rd., Leighton Buzzard. Phone 2192. 931-466

1952 November, tractor and 30-ton semi-trailer, in very good condition throughout, £1,495. Mansfield Autos, Ltd., High Rd., Broxbourne, Herts. Hoddeston 4567. 939-511

1956 E.R.F. short-wheelbase tipper, 44G, £475.
HAMBLIN'S GARAGE, Rectory Rd., Rushden, Northants. Phone, Rushden 3211-3. 939-421

NOVEMBER, 1956, tractor unit with 8.1-litre Rolls-Royce diesel engine, air brakes and Taker fifth-wheel turntable coupling, quite immaculate appearance and condition, £1,700. J. C. Edie and Co., Ltd., Craven Arms, Salop. 940-6698

FODEN

TWO FODEN 8-wheel double-drive bulk body Pilot tippers, modern cabs, 6LW, £1,000 each. E. Wardie and Sons, Halton Gate Farm, Astmoor, nr. Runcorn. Phone 2386. 939-17

AAVAILABLE now, 1956 FODEN 8-wheel tippers with Gardner 6LW or Foden 2-stroke engines, 12-speed gearboxes, 13-cu.-yd. alloy bodies, Pilot twin-ram tipping gear, choice of three, all in excellent condition. Can be viewed by appointment. Phone, Hovingham Gravel, Ltd., Loutham 3171. 939-79

1950 FODEN 8-wheeler, Gardner 6LW engine, double drive, twin steering, 24-ft. platform body on aluminium frame, offers invited. Silver Line Motors, Bessemer Rd., Welwyn Garden City, Herts. Phone, Welwyn Garden 24132. 939-305

1948 FODEN 6-wheeler, 5-cylinder Gardner engine, booster gearbox, excellent condition, choice of two.
C. RUSSETT, 155 Milbank St., Northam, Southamp- ton 26590. 939-472

FODEN 1959 8-wheeler, 12-speed gearbox, immaculate condition.
FODEN 7-ton registered 1950 4-wheeler, 4LW engine.
POPULAR MOTOR TRANSPORT (LYMM), LTD., Phone, Lymm 1234 (Cheshire). 939-442

FORD THAMES AND FORDSON

1960 FORD Trader long-wheelbase power tipper, £550.
PEAK STREET GARAGE, 17 Pearl St., Sheffield. Phone 29139, 399529. 939-263

HUNTER VEHICLES, LTD.

CROWN WORKS,
290 SOUTHURY ROAD,
ENFIELD.

1957 Thames 3-ton boxvan, 525 cu. 4D, one owner, 4-ton tyres.
1956 Thames 3-ton boxvan, 525 cu. 4D, one owner, 4-ton tyres.

IMMEDIATE DELIVERY.

HIKE-PURCHASE TERMS ARRANGED.

HOWARD 4184 OR 3892.

939-115

NOVEMBER, 1960, FORD Trader County 6-wheeler, fitted Edbro SLNX twin-ram tipping gear and steel drop-side body, 9.00 x 20 tyre equipment, Hydovac brakes, engine and axle modified to current production standard, one C-licence owner, 31,000 miles from new, £1,450.
LOYDS GARAGE, LTD., Main FORD Dealers, Phone, Stafford 51331 (five lines). 939-28

BENTLEY BROS. (SHEFFIELD), LTD.

VAUXHALL, BEDFORD MAIN DEALERS,
71 THE WICKER, SHEFFIELD, 3.
Phone 29281.

1958 Thames Trader 5-ton long-wheelbase diesel drop-side truck, Eaton 2-speed axle, 8.25 x 20 12-ply tyres, low mileage, excellent in every detail, £450.
H.P. Facilities can be arranged for selected clients. 939-45

1959 Trader 8-ty. long-wheelbase tipper, fitted Hydovac brakes, one owner, very clean, £595.
1959 7-ton Trader drop-side truck, very clean, £650.

1958 Trader, articulated 25-ft. trailer, Brockhouse, £750. Billett Auto Sales, 236-40 Billet Rd., Walthamstow, E.17. Larkwood 5337. 939-4

Used Goods Vehicles (contd.)

1959, September, Trader, 7-ton long-wheelbase (twin-ram) tipper, 14-cu.-yd. wood body, 9.00 x 20 tyres, immaculate condition throughout, must be seen £595.

1960 Trader 7-ton tipper, 7-cu.-yd. U-shape body with wood extension sides, ready for work, £255.
EASTWOODS COMMERCIAL MOTORS, 27 Aston Rd., North, Birmingham, 6. Ast 3467. 939-84

L. A. RICH.

FORDSON ET6 petrol 6-wheeler chassis and cab, unregistered, ex-Ministry, mileage 9000, price £220.

514 COLDHAMS LANE.

CHERRY HINTON,
Phone, CAMBRIDGE 47597. 939-11

ONE Thames Trader 2-ton van, registered May, 1959, £350.

TWO Thames Trader 2-ton 4D vans, registered 1958 and 1959, from £290.
PHONE, Romford 45991. Mr. Cavey, United Components, Ltd., Eastern Avenue, Romford, Essex. 939-135

1959 FORD Trader 4-wheeler 6-cu.-yd. tipper, £500.
BROWNHILLS MOTOR SALES, Watling St. (A51), Brownhills, Staffs. 939-213

FORD 3-ton flat, 1955, 4D diesel, £110. Lawrence, Alfreton, Derby. Phone 565. 939-207

FORD 1954 4-cylinder petrol-engined 3-way tipping lorries, choice of four, from £175.

LEE MOTORS, 674-680 Wimborne Rd., Bournemouth, Phone, Winton 3. 939-242

GATES OF WOODFORD.

FORD MAIN DEALERS,
CHIGWELL ROAD,
WOODFORD GREEN,
Wansstead 6613.

1960 Thames Trader 6 x 4 platform, power steering and air brakes, £1,800.

1960 Thames Trader articulated unit, fifth wheel, £651.

1960 Thames Trader 7-ton 7-cu.-yd. Edbro tipper, £850.

1959 Thames Trader 7-wheel, aluminium body, drop-side truck, £1,075.

1959 Thames Trader 7-ton long-wheelbase tipper, Anthony, £725.

1959 Thames Trader articulated unit, Brockhouse automatic, £750.

1959 Trader 7-ton, 6D, platform, £665.

1958 Thames Trader 7-ton platform, £620.

1958 Thames Trader 5-ton 5-cu.-yd. Anthony tipper, £650.

1958 Thames Trader 5-ton 4D drop-side truck, £400.

1958 Thames Trader 7-ton drop-side truck, £500. 939-415

1958 7-ton long-wheelbase 20-ft. platform, Baico extension, £595.

1959 7-ton long-wheelbase platform, £595.

1959 7-ton short-wheelbase tipper, drop sides, £485.

JOHN HUDSON, Doncaster Rd., Bawtry, Yorks. Bawtry 362, 456 457. 939-298

1959 FORD Trader 6D 7-ton drop-side truck, first class condition.

1957 FORD 6D 5-ton platform truck, good condition, £325.

CAPITAL MOTOR CO., LTD., Remington St., City Rd., N.1. Clerkenwell 7456-9. 939-195

1954, November, FORD 3-ton 4D Luton, 700 cu. ft., some condition throughout, £175.

BARNWOOD MOTOR CO., LTD., Barnwood Rd., Smethwick, Staffs. Phone, Barnwood 2913. 939-218

1958 Thames Trader 7-ton long-wheelbase drop-side truck, diesel, new cab recently fitted, one owner, good clean vehicle, £595.

1959 Thames Trader 7-ton long-wheelbase platform truck, diesel, 18-ft. body, a good sound vehicle, one owner, £635. Further information from—

MARTIN WALTER, LTD., St. George's Place, Canterbury, Phone 6131. 939-236

MAY, 1960, 7-ton short-wheelbase Trader, 6D engine, 6-cu.-yd. steel drop-side body, 16,000 miles only, whole vehicle in very good condition, £755 or near offer. Automotive Services, Ltd., 50A Overdale Rd., Ealing, W.5. Eal 3652. 939-310

GORDON KING MOTORS, LTD.

FORD AND THAMES DEALERS.

TRADER 4D diesel 4-ton chassis, fitted with 1,250-cu.-ft. low-loading Luton body, new and unregistered, ex-works, for immediate delivery, £1,175.

TRADER 4D diesel 4-ton low-frame chassis, fitted with 1,250-cu.-ft. body, as above, immediate delivery from stock, £1,195.

1957 Thames Trader 5-ton drop-side truck, fitted 6D diesel engine, in excellent condition, £275.

LET us quote you for your special body requirements.

MITCHAM LANE, S.W.16. Streatham 3133-4. 939-383

1961 FORD Trader 7-ton diesel long-wheelbase drop-side truck, £745.

1960 FORD Trader 7-ton diesel long-wheelbase platform truck, drop side, £675.

1959 FORD Trader 7-ton diesel long-wheelbase platform truck, £525.

1958 FORD Trader diesel 4-ton platform truck, £290.

1956 FORD Thames 4D 4-ton drop-side truck, £185.

1956 FORD Thames 2-ton van, 4D, £125.

DAWNIER MOTORS, LTD., Ewell By-pass, Surrey. Phone, Ewell 2382. 939-5-6

Used Goods Vehicles (contd.)

TRADER 1960 8yd tipper, long wheelbase, twin ram, drop sides, 6.00 x 20 tyres, clean vehicles, £700. Phone, Coppermill 4777 or 4713. 939-433

1959 Thames Trader 6D diesel 7-ton flat, 20-ft body, in new condition, good tyres, £545.
CASINO CAR SALES, Regent House, Prescott Rd., Queens Drive, Liverpool, 13. Phone, Stonycroft 4784. 939-529

COOMBS SERVICE STATION (GUILDFORD), LTD.

BY-PASS ROAD, GUILDFORD.

FOR ALL

FORD TRADER INQUIRIES

PLEASE PHONE, GUILDFORD 62962.

SPECIAL OFFER:-

1959 7-ton 160-in. Trader truck, choice of two, £550.

PLEASE PHONE GUILDFORD 62962.

939-362

1960 Long-wheelbase drop-side tipper, £675. Leytonstone 4900. 939-476

1959 March, Thames 2-ton standard van, roller shutter at rear, heater, flashers, etc., one owner from new, £190.
CONLEY, 149 Mayo Avenue, Bradford. Phone 27694. 939-467

Ford Thames and Fordson Wanted

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1961 GUY Invincible 8-wheeler, 6LX engine, almost as new, very small mileage.
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1955 JENSEN 7-ton, new gearbox and clutch, 21-ft. platform, £250 or nearest offer. Bus CM394, care of "The Commercial Motor". 939-x9324

JENSEN light weight, long wheelbase, fitted with aluminium cab and body, 34 x 7 tyres, Perkins P6, unladen weight under 9 tons, 23-ft. flat, in exceptionally good condition. Webb Bros., Bedford Garage, Calver St., Tunstall, Stoke-on-Trent. 939-x9223

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1956 LEYLAND Comet, 19-ft. flat, ECOS2/4R, good condition.

1951 LEYLAND Octopus, new-type cab, 9.00 x 24 tyres, double-drive, exceptional condition.
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1959 And 1960 LEYLAND Octopus and Hippos short-wheelbase tippers with Pilot gears and alloy bodies, low mileage.
JEFFREY'S COMMERCIAL MOTORS, Swansea, Phone 72415-6-7. 939-148

1947 Octopus long-wheelbase double drive, platform body, £250.
JOHN HUDSON, Doncaster Rd., Bawtry, Yorks, Bawtry 362, 456, 457. 939-297

1956 LEYLAND 6-wheeler, £1,050.
NEW LEYLANDS from stock.

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1961 LEYLAND Beaver tractor unit, 680 engine, 3.5L coupling, in first-class order.

1957 LEYLAND Hippo 6-wheeler, air brakes, 22-ft. drop-side body, in first-class order, £850.

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1956 LEYLAND Octopus 8-wheeler, air brakes, 24-ft. body, in first-class order, £975.

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1959 SEDDON tractor unit, Cummins engine, fifth-wheel coupling, air brakes.

1959 SEDDON tractor unit, 6LW, fifth-wheel coupling, air brakes.

1959 SEDDON tractor unit, R6 engine, Carrimore low-loading trailer.

OSWALD TILLOTSON, LTD., Summit Works, Burnley, 939-56
Phone 2201-4.

1956 SEDDON Mk. 14 5LW tipper, Pilot U4, ready for work, Smith's Garage, Canal St., Nottingham. 939-96

1956 SEDDON, Gardner engine, long-wheelbase, £550.

BROWNHILLS MOTOR SALES, Watling St. (A5), Brownhills, Staffs. 939-214

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£775.

1958 7-ton THAMES TRADER short-wheelbase steel-body tipper, one C-licence owner.

£575.

1961 7-ton B.M.C. long-wheelbase diesel tipper, painted black.

£775.

1956 7-ton B.M.C. long-wheelbase diesel tipper, in very good condition.

£400.

1960 6-ton BEDFORD short-wheelbase diesel tipper, as new.

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TRUCKS.

1959 5-ton THAMES TRADER long-wheelbase diesel drop-side truck, new engine.

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1958 5-ton THAMES TRADER long-wheelbase diesel drop-side truck, in excellent condition.

£485.

1956 5-ton BEDFORD long-wheelbase truck, ready for work.

£170.

1955 4-ton THAMES 4D diesel short-wheelbase truck, in superb condition.

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£850 Only, 1960 Thames Trader 7-ton short-wheelbase tipper, 9.00 x 20 tyres, heater, etc., genuine mileage 900 only, one only, cannot be repeated.

1959 1960 Thames Trader 7-ton short-wheelbase tippers, clean condition, choice of four, from £475.

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£495 Only, 1960 COMMER TS3 diesel, 7-ton tipper, 10-cu.-yd. bodies, 9.00 x 20 tyres, been well maintained, choice of three.

1957 BEDFORD diesel 7-ton long-wheelbase lorry, with A licence, general goods, South Eastern area, only £1,975.

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1958 BEDFORD Comet, Scammell coupling together with 10-ton low-loading trailer, knock-out axle, fitted winch.

ALBION Clydesdale, fifth-wheel coupling, semi-drop-frame van trailer, side loading, roller shutters.

1960 BEDFORD-SCAMMELL unit, 300 engine, 2-speed axle, new 25-ft. trailer.

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SCAMMELL tractor unit, 40 x 8 tyre equipment, together with Scammell tandem-axle trailer.

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1960 SEDDON Mk. 15-10 4-wheeler, 5LW engine, air brakes, 21-ft. platform body.
1960 COMMERCIAL TS3 tractor unit, fitted with Scammell coupling, choice of two.
1959 FODEN 6-wheeler, 2-stroke engine, air brakes, 22-ft. 6-in. wood platform body, immaculate.
1959 DODGE 6-wheeler tipper, Leyland engine, Eaton Hendrickson third axle, 19-ft. 6-in. steel body.
1959 GUY Warrior tractor unit, Leyland engine.

1958 BEDFORD 7-ton drop-sided truck, Bedford engine, 2-speed axle, choice of three.
1959 COMMERCIAL TS3 6-wheeler, 4-speed gearbox, Boys third axle, 22-ft. platform body, immaculate.

THAMES COUNTY, 60 engine, County third axle, 21-ft. platform body.
1957 COMMERCIAL TS3 1957, 2-stroke engine, 5-speed, air brakes, alloy insulated van body.
1959 MORRIS-COMMERICAL 7-ton 6-cylinder diesel engine, 17-ft. 6-in. platform body, choice of three.

1957 ALBION Chieftain, 4-cylinder diesel engine, 5-speed, 21-ft. platform body.
1959 SEDDON SD4 tractor unit, Cummins engine, 2-speed, fifth-wheel coupling.
1957 COMMERCIAL TS3, 4-speed, air brakes, insulated van body.
1959 ATKINSON 4-wheeler, 5LW alloy underframe platform body, immaculate, choice of two.
1960 GUY light 8-wheeler, 7.5 engine, 2-speed axle, drop-sided body.
1960 B.M.C. 7-ton tractor unit, 6-cylinder diesel engine, fifth-wheel coupling.
1958 BEDFORD 6-wheeler, Bedford diesel, 2-speed Boys axle, 21-ft. platform body.
1956 GUY Invincible 6-wheeler, 6LW engine, 23-ft. platform body.
1958 SEDDON tractor unit, 6LW engine, fifth-wheel coupling, air brakes.
1955 ALBION Clydesdale tipper, 4-cylinder Albion engine, 15-ft. alloy tipping body, choice of two.
1959 BEDFORD 7-ton, 300 engine, 16-ft. 6-in. platform body.
1957 BEDFORD A-type long-wheelbase tipper, P6 engine, 20-ft. alloy tipping body.
1956 ATKINSON 8-wheeler, 6LW, double drive, 24-ft. platform body.
1958 THORNYCROFT Trident 6-cylinder diesel engine, 20-ft. alloy drop-side body.
1959 DODGE, Leyland engine, 5-speed, 2-speed axle, 18-ft. platform body.
1959 BEDFORD personnel carriers, fitted with Perkins 99 diesel engine.
1958 MORRIS-COMMERICAL LD01 1-ton drop-side truck, 4-cylinder diesel engine.
1958 A.E.C. Mercury, 7.75 engine, 5-speed, air brakes, 21-ft. 6-in. platform body.
1959 A.E.C. Mercury, 7.75 engine, air brakes, 22-ft. platform body.
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CHOICE of several alloy van bodies suitable for the bottling trade.

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ALBION Reiver, 1955, fitted with Albion engine and platform body.
ALBION Reiver, 1958, Leyland engine, 6-speed gearbox, platform body.
ALBION 8-wheeler, 1954 (December), 23-ft. platform, alloy chassis.
BEDFORD, 1959, with Boys third axle, 2-speed axle, Bedford diesel and 22-ft. drop-side body.
COMMER TS3, 1956, long-wheelbase tipper.
COMMER TS3, 1958, tipper with Boys third axle, alloy drop-side body.
LEYLAND 8-wheeler, 1953, air brakes, 24-ft. platform body.
DODGE, normal-control 1958 long-wheelbase tipper with Leyland engine and 2-speed axle.
ALBION Clydesdale, 1959, short-wheelbase chassis and cab suitable for tractor.
MORRIS B.M.C. 1960, 7-ton long-wheelbase tipper, with alloy body.
ALBION Chieftain, 1955, with platform body and canopy over cab.

TERMS AND PART-EXCHANGES.

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SOUTH ELMSALL. 939-258

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OFFICIAL TECALEMIT SYNDROMIC AND A.C.L. FITTING STATION.

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1959 ALBION Clydesdale with York third axle and Leyland 375 engine, 19-ft. by 3-ft. timber drop side.
1955 ALBION Chieftain, 12-ft. 6-in. by 2-ft. alloy drop side.
1956 BEDFORD 5-ton A-type, petrol, 12-ft. by 2-ft. steel fixed sides.
1955 BEDFORD 5-ton A-type, P6, 13-ft. 6-in. timber drop side.
1956 BEDFORD 7-ton S-type, petrol engine, 14-ft. U-shaped alloy body.
1958 BEDFORD 6-ton S-type, G.M.C., 14-ft. timber drop side.
1958 BEDFORD 7-ton, 14-ft. by 3-ft. timber drop side.
1958 MORRIS 7-ton, B.M.C., 14-ft. by 4-ft. timber drop side.
1952 VULCAN 7-ton, 4LW, 11-ft. by 2-ft. plus 2-ft. timber drop side.
1955 SEDDON 7-ton, R6, 15-ft. by 18-in. timber fixed sides.
1955 LEYLAND Comet Model ECOS2-2R, 12-ft. timber fixed sides.
1958 FORD 5-ton HD 6D, 6-cu.-yd. steel drop side.
1959 FORD Trader, 7-ton with 14-ft. by 2-ft. timber tipping body side.
1957 COMMERCIAL 7-ton TS3, 13-ft. by 3-ft. timber drop side.
1955 DODGE 7-ton, R6, 14-ft. by 4-ft. timber fixed side.
1958 BEDFORD 7-ton S-type 14-ft. timber drop-side tipper, G.M.C.
1957 LEYLAND Comet short-wheelbase, fitted with Primrose third axle, 16-ft. by 4-ft. timber fixed side.
1958 LEYLAND Comet Model ECOS2-IR, long-wheelbase, 15-ft. by 2-ft. timber drop side.
1956 LEYLAND Comet Model ECOS2-IR, 14-ft. by 2-ft. timber drop side.
1956 LEYLAND Comet model ECOS2-IR, 14-ft. by 3-ft. 6-in. alloy drop side.

PLATFORM.

1955 ALBION Chieftain, 16-ft. 6-in. alloy flat.
1959 ALBION Chieftain, 16-ft. alloy-framed timber drop-side body.
1956 ALBION Reiver, 22-ft. timber platform.
1955 ALBION Reiver 22-ft. timber platform.
1957 BEDFORD 7-ton Comet 350 engine, 16-ft. timber drop side.
1950 E.R.F. twin steer 21-ft. timber platform, 5LW engine, 4550.
1957 BEDFORD 7-ton, 300 diesel, 16-ft. timber drop side.
1956 BEDFORD 7-ton R6 16-ft. timber flat.
1955 BEDFORD 7-ton petrol, 16-ft. timber flat.
1959 MORRIS 7-ton B.M.C., 18-ft. timber drop side.
1952 E.R.F., 6LW, 24-ft. timber drop side.
1957 A.E.C. Mercury with Eaton Hendrickson third axle, 21-ft. 3-in. timber drop side.
1953 THORNYCROFT 7-ton 18-ft. timber drop side.
1958 COMMERCIAL TS3, 16-ft. 6-in. timber drop side, air brakes.
1957 B.M.C.-YORK 6-wheeler, 20-ft. timber flat, recent service engine.
1956 COMMERCIAL TS3 16-ft. 6-in. timber drop side.
1959 LEYLAND Comet Model ECOS2-4R, 20-ft. timber drop side.
1958 LEYLAND Comet Model ECOS2-4R, 20-ft. timber flat.
1956 LEYLAND Comet Model ECOS2-4R, 18-ft. by 2-ft. 6-in. timber drop side.
1957 LEYLAND Comet Model ECOS2-4R, 20-ft. alloy and timber flat.

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1959 COMMERCIAL Cob 7-cwt. van, £250.
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1957 Trader 5-ton 6D long-wheelbase truck, £485.
1956 Thames 4-ton tipper, £325.
1956 DODGE 5-ton tipper, £295.
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1958 BEDFORD 7-ton, 16-ft. wooden platform, 2-speed rear axle.
1958 AUSTIN 7-ton, 18-ft. platform.
1955 ALBION Chieftain, 16-ft. wooden platform (at Vauxhall Bridge Rd.).
1957 AUSTIN 5-ton diesel, 16-ft. platform.
1957 A.E.C. Mercury Mk. II, 21-ft. platform.
1956 TS3 7-ton 18-ft. drop-side truck (at Vauxhall Bridge Rd.).

TIPPERS.

1957 ALBION Clydesdale steel-body, fixed-side tipper (at Cardiff).
1959 BEDFORD 7-ton forward-control fixed-side steel-bodied tipper, Leyland engine, 9.90 x 20 tyres (at Cardiff).

LUTON.

1953 AUSTIN 3-ton 600-cu.-ft. Luton.
1958 MORRIS-COMMERICAL diesel 30-cwt. Luton with Burtonwood tail-lift.
1954 BEDFORD 5-ton petrol integral boxvan.
1956 DODGE 5-ton petrol boxvan, Burtonwood tail-lift.

ARTICS.

1960 BEDFORD SAK tractor unit (Leyland Comet diesel) with 25-ft. Merriworth trailer, Scammell coupling.
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1959 Trader 6-wheel, drop-side body, £1,000.
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NEW ATKINSON 4-wheeled tractor unit, 6LX, diesel engine, 6-speed gearbox, double helical axle complete with fifth wheel plate.
NEW ATKINSON light 6-wheeler, fitted 5LW, 5-speed gearbox, suitable for 19-ft. tipper.
1961 SEDDON tractor, 5LW, fifth wheel, air brakes, as new.
1960, October, LEYLAND Octopus 8-wheel single drive, 600 engine, air brakes.
1958 ATKINSON 8-wheeled tipper, double-drive, 6LW Pilot under-floor gear, automatic lubrication, 25-cu.-yd. body.
1954 E.R.F. twin-steer, fitted 5LW, 21-ft. platform.
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E.R.F. Tractor, fitted 5LW, fifth wheel plate.
NEW Tandem Northern trailer, 27-ft. platform, 10.00 x 20 tyres, air brakes.

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LEYLAND Comet, 22-ft. x 8-ft. container.
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LEYLAND Comet.

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1952 ALBION 6LW with Tasker 4-wheel trailer.

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1957 COMMER 7-ton tipper (choice of two).
1958 COMMER 7-ton tipper.
1958 AUSTIN J2-type van.
1943 E.R.F. tractor (5-cylinder Gardner), good tyres.
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1955 BEDFORD 7-ton long-wheelbase platform.
1955 AUSTIN 2.3-ton diesel truck complete with fixed canopy.
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COMMER 2-ton diesel vans, choice of colour.

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1959 FORD 7-ton boxvan, inside measurement 20 ft. by 7 ft. 6 in. high by 7 ft. 6 in. wide, 9.00 x 20 tyres, in first-class condition.
1959 FORD 6-wheeler County conversion, 2-speed rear axle, 22-ft. drop-side body, 9.00 x 20 tyres, in excellent condition.
1958 GUY 8-wheeler tipper, 21 ft. by 2 ft. 6 in. sided steel body, Gardner 6LW engine, double-drive axles, reconditioned where required.
1949 FODEN 8-wheeler, 16-ft. 6-in. drop-sided tipper, double-drive axle, 6LW engine, 3-speed gearbox, ideal for site or quarry work, £550.
1953 ATKINSON 8-wheeler, 21-ft. 4-in. drop-sided tipper, 6LW engine, double-drive axle, 40 x 8 tyres, in good condition.
1954 E.R.F. 6-tonner, Gardner 4LK engine, 16-ft. drop-side body, 7.50 x 20 tyres, in good condition.
NEW B.M.C. 3-tonner, 14-ft. 6-in. drop-sided body, in stock, immediate delivery.
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ALBION Reiver, 1956 long-wheelbase 6-wheeler,
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FORDSON Sussex 1955 6-wheeler tipper, P6, steel body,
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BEDFORD 1954 R6 8-type standard steel U-shaped-
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1960 FORD Trader 6-wheeler County extension, 21-ft.
flat, 9.00 x 20 tyres, very clean, £950.

1960 FORD Trader 7-ton flat, £725.

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drive, third axle, 20-cu.-yd. body, £1,550.

1960 B.M.C. 7-ton diesel tipper, 2-speed axle, steel
body, choice of three, £450.

1960 FORD short-wheelbase tipper, drop-side
body, 9.00 x 20 tyres, from £675.

1959 FORD Trader 6D 7-ton flat, choice of 10 from
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1959 DODGE 6-ton normal-control short-wheelbase
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1959 FORD Trader 160-in. wheelbase steel drop-side
tipper, 15-ft. body, £695.

1959 FORD Trader 6-wheeler flat, County extension,
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1957 COMMERCIAL TS3, articulated unit, fifth-wheel
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COMMERCIAL TS3 tractor unit and 21-ft. trailer, very good
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FORD 1958 7-ton tipper, fitted with 14-ft. 6-in. fixed-
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1953 DODGE 7-ton long-wheelbase tipper, wooden
double drop-side body, 9.00 x 20 tyres, Eaton
2-speed axle, finished in primer, ready for immediate
work, £250.

1952 BEDFORD 5-ton long-wheelbase diesel P6
tipper, double-drop-side body, good tyre equip-
ment, £75.

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1956 BEDFORD 5-ton long-wheelbase diesel tippers, Anthony hoists and 5-cu.-yd. steel bodies, clean choice of two.
1956 BEDFORD 5-ton long-wheelbase truck, petrol.
1956 BEDFORD 5-type 7-ton 300-cu.-in. diesel flat platform truck.
1956 BEDFORD 5-ton long-wheelbase truck, diesel.
NEW BEDFORD JO pick-up, complete with tilt.
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1959 STANDARD Atlas van.
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NEW ALBION Chieftain tipper, Model CHJANT on 9.00 x 20 (12-ply) tyres.

1959 ALBION Reiver six-wheeler flat platform lorry, 22-ft. body, unladen weight 5 tons 9 cwt., 110 lb., £1,300.

1958 FORD Trader 5-ton flat platform lorry, unladen weight 2 ton 18 cwt., 28 lb., £500.

1958 FORD Trader 7-ton flat platform lorry, unladen weight 3 ton 4 cwt., £600.

1950 DENNIS refuse collecting wagon, diesel engine, unladen weight 8 ton 4 cwt., 21 lb., £125.

1953 ALBION Chieftain flat platform lorry, unladen weight 2 ton 11 cwt., 84 lb., £300.

1954 GUY Wolf 3-ton drop-side lorry, 37,000 miles, diesel, unladen weight 2 ton 12 cwt., 35 lb., £300.

114-126 HUTCHEON STREET.

ABERDEEN.

Phone 29295.

939-19

PENFOLD MOTORS.

MAIN BEDFORD DEALERS.

1960 BEDFORD 5-type 300 diesel extra-long drop-side truck, 2-speed axle, £800.

1959 LEYLAND Super Comet drop-side truck, 20-ft. body, £1,100.

1957 BEDFORD D4A1 artic. unit, Scammell coupling, £450.

1956 BEDFORD SAO artic. unit, with Scammell coupling, £300.

MANY good BEDFORD Oilbrakes available.

PENFOLD MOTORS.

2-22 BURN ASH ROAD.

S.E.12.

Lee 1202.

939-304

Used Goods Vehicles (contd.)

COMBERHILL MOTORS, L. TD. INGS ROAD, WAKEFIELD. 46771, 10 lines.

- IMMEDIATE delivery of 40 brand-new Morris-B.M.C., Mercedes-Benz, Commer and Atkinson S644 4-c. 6- and 8-wheeler Milshaw alloy tippers for bulk coal transport.
NEW ATKINSON T1360X (Gardner 6LX) 150 h.p. 6-wheel double-drive tractor unit, power steering.
NEW ATKINSON L1786X (Gardner 6LX) 17-ton 8-wheeler Milshaw 23-ft. alloy tipper, 40 x 8.
NEW ATKINSON M1265T (Gardner 5LW) 12-ton light-weight 6-wheeler, Milshaw 18-ft. alloy tipper.
NEW ATKINSON M1265T (Gardner 5LW) 12-ton light-weight 6-wheeler, 22-ft. bodywork.
NEW ATKINSON T746X (Gardner 6LX) 150 h.p. 4-wheel tractor fifth-wheel coupler.
1960 MORRIS-B.M.C. (5.1-litre) 7-ton 4-wheeler, Milshaw 15-ft. alloy tipper, choice of six.
1959 ATKINSON L1786X (Gardner 6LX) 17-ton 8-wheeler Milshaw 23-ft. alloy tipper.
1959 ATKINSON T746XA (Gardner 6LX) 4-wheel tractor air brakes, fifth wheel.
1959 ALBION Clydesdale (Leyland Comet diesel) 8.9-ton 4-wheel Milshaw 13-ft. alloy tipper.
1959 THORNYCROFT Trusty 17-ton 8-wheel 25-ft. alloy drop-side, air brakes, 40 x 8.
1959 ATKINSON S644LW (Gardner 4LW) 8-10-ton 4-wheel Edbro 12-ft. alloy tipper.
1959 58 ATKINSON M644LW (Gardner 4LW) 8-10-ton Milshaw 15-ft. alloy tipper.
1959 December ALBION Reiver 6-wheeler (double-drive and lock) alloy tipper.
1958 A.E.C. Mustang twin steer, 7.7 engine, air brakes, 12-ton platform truck, an excellent machine throughout.
1957 A.E.C. Mercury Mark II (7.5-litre) 8-10-ton 4-wheel 21-ft. platform, 9.00 x 20.
1957 ALBION Reiver (Leyland Comet engine) 6-wheel 22-ft. platform, exceptional condition.
1955 LEYLAND Octopus (160) 9.8-litre 8-wheel double-drive Pilot 22-ft. tipper.

CHOICE OF 50 HIGH-QUALITY

USED FREIGHT AND TIPPERS.

COMPLETE LIST ON REQUEST. 939-226

PRICE'S (EARL SHILTON), L. TD.

ATKINSON, SEDDON AND YORK DISTRIBUTORS.

1959-60 ATKINSON models, L1786X, 8-wheelers, fitted Gardner 6LX engine, double drive, 40 x 8 tyres, fibreglass cab with heater, 24-ft. alloy platform body, price from £2,450.

1955-57 ATKINSON models L1786 8-wheelers, fitted Gardner 6LW engines, double drive, 24-ft. drop-side platform body, price from £2,500.

1960 FORD Trader tractor, fitted fifth-wheel coupling, 9.00 x 20 tyres, one owner, very sound, £800.

1959 BEDFORD J-type, normal control, fitted with Boys third axle, Pilot tipping gear and bulk tipping body, one owner, very sound machine and ready for work.

1956 COMMER TS3, fitted Baich extension and 20-ft. platform body.

1958 COMMER TS3 prime mover, fitted new engine, air brakes, fifth-wheel coupling, also 24-ft. trailer, the whole outfit in good condition and ready for work.

1956 FORD 30-cwt. van, fitted 4D diesel engine.

1956-57 FORD 5- and 7-cwt. vans, one owner, from £150.

1959 A35 van, one owner, £255.

1958 ZEPHYR estate car, one owner, £510.

MORRIS 4 x 4 with winch and crane, £150.

DEALERS for Austin, Commer, Dodge, Ford, Karrier and Land Rover.

PRICE'S (EARL SHILTON), L. TD.

NEW STREET.

EARL SHILTON, LEICESTER.

Phone, Earl Shilton 3321-2-3.

939-146

WALTON MOTORS.

As new stabilizer for BEDFORD articulated.

£15. MAUDSLAY, 2.7 engine, 8-ton lorry.

£85. BEDFORD diesel, Scammell tractor.

£100. 1954 LEYLAND Comet long-wheelbase tipper, partly dismantled or sell tipping gear and body.

£125. Perkins P6 engine complete with A-type Bedford fittings or Ford.

£50. Pilot single-arm tipping gear for A-type Bedford.

£20. SCAMMELL 6-ton semi-low-loading Trader.

£175. 8-ton SCAMMELL box trailers, choice of four from £200.

20-FT. SCAMMELL box or flat trailers, from £50.

SCAMMELL petrol low-loader unit and trailer, knock-out back-end, 8-ton, clean condition, 255 Walton Lane, Liverpool, 4. Aintree 1873.

939-479

FORD AND SLATER (LINC.), L. TD.

MACAULAY STREET, GRIMSBY.

LEYLAND, ALBION, BEDFORD.

1957 July, COMMER TS3, flat platform, reconditioned engine.

1959 LEYLAND Super Comet 6-wheeler, Boys extension, 24-ft. 0-in. drop-sided body.

1954 SEDDON flat platform (good condition), £150.

1960 November, LEYLAND Comet chassis and cab (Model CS1-13R), long wheelbase.

1955 January, FORD 7.8-tonner, long wheelbase, alloy flat platform.

SEVERAL 1954 Bedford and Austin long- and short-wheelbase tippers, from £85.

FORD AND SLATER (LINC.), L. TD.

MACAULAY STREET, GRIMSBY.

Phone 57181.

939-237

Used Goods Vehicles (contd.)

AT GREAT NORTH ROAD, SANDY, BEDS.

JOHN JORDAN.

E.R.E. DISTRIBUTORS. OFFICIAL FORD AND COMMER DEALERS.

Phone, Sandy 271 (three lines).

ARTICULATED vehicles.

- 1960 COMMER-SCAMMELL 25-ft. platform, one careful owner, air brakes, £1,150.
1960 Trader 6D tractor, S.A.E. pin, 22,000 miles, £775.
1959 SEDDON 10-12-ton tractor unit, latest shape, Fibreglass cab, £775.
1952 SEDDON TASKER, 25-ft. platform, P6, 5-speed, £150.
1952 BEDFORD-SCAMMELL, 5-type tractor unit only, very clean, £175.

PLATFORMS.

- 1960 COMMER Unipower 6-wheeler, 21-ft. platform, power steering, air brakes, £1,350.
1960 COMMER 7-tonners, 18-ft. platform, one owner, £775 each.
1957 COMMER 7-ton, 18-ft. platform, £400.
1956 COMMER 7-tonner, 18-ft. platform, £400.
1956 COMMER QX petrols, 16 ft., £100.
1957 COMMER Superpoise 16-ft. drop-sider, P6 latest shape, 5-speed, £295.

NEW FORD Trader 4D, low frame, 152 in., ex stock.

1959 FORD Trader 6D, 17-ft. platform, above average, £650.

1958 FORD Trader 6D, 17-ft. platform, £550.

1956 FORD 4D normal-control 5-ton drop-siders, £225 each.

1956 FORD 4D normal-control 30-cwt. truck, £225.

1956 DODGE Type 146, R6 8-ton, 18-ft. platform, £325.

TIPPERS.

- 1961 FORD Trader 75 6D long-wheelbase, 16-ft. fixed-sided tipper, twin Pilot rams, hydrovac, low mileage, ideal coal, grain, etc., £850.
1956 FORD 4D long-wheelbase 6-ton tipper, suitable coal, grain, £295.
1960 COMMER TS3 standard 6-yard tipper, air brakes, 4-speed, £775.
1957 Late TS3 COMMER medium-wheelbase, factory exchange twin telehoist gear, £625.
LOWEST H.P. Exchanges with pleasure. Open Sunday mornings. 939-246

NORMAND, L. TD.

Byron 8006, 9912.

BEDFORD SALES. BEDFORD SERVICE.

A Large range of new BEDFORD TKs in stock.

1960 COMMER TS3 12-ton tractor unit, automatic lubrication, automatic coupling.

1960 ATKINSON tractor unit, 4LW Gardner engine, automatic coupling, 5-speed box.

1960 FORD 6D platform trucks, County third axle, 22-ft. 6-in. alloy bodies, choice of three.

1955 FORD 4D 5-ton platform trucks, choice of three.

1955 SEDDON 7-ton long-wheelbase drop-side truck, P6 engine, excellent condition, £350.

1956 SEDDON 3-ton boxvan.

1956 BEDFORD 10-ton tractor unit, R6 engine, automatic coupling.

1955 DENNIS Sterk 1,000-cu.-ft. Luton, Perkins engine, good condition.

1954 DODGE 5-ton 1,000-cu.-ft. Luton, reconditioned P6 engine.

1954 SELECTION of new and used small vans, 5-15 cwt.

NORMAND, L. TD.

483-491 NORTHOLT ROAD.

SOUTH HARROW.

Byron 8006, 9912.

939-187

L. A. MITCHELL (MOTOR), L. TD.

DODGE DISTRIBUTORS.

PERKINS DIESEL SIGNHOLDERS.

1960 Trader articulator, new engine, 10,000 miles, Eaton 2-speed axle, S.A.E. fifth-wheel coupling, 23-ft. trailer, excellent condition throughout, £1,195.

1958 DODGE chassis and cab, Leyland engine, very clean vehicle, £700.

1 BALHAM HIGH RD., S.W.12. Phone, Kelvin 2234. 939-170

J. UROUHART AND SONS, L. TD.

BUTTS ROAD.

ALTON, HANTS.

Phone 2818.

OFFER THE FOLLOWING VEHICLES:-

NEW.

BEDFORD 7-ton extra-long forward-control truck, diesel engine, 2-speed axle, list price.

BEDFORD 4 x 4 R-type 5-cu.-yd. tipper, 300 diesel list price.

USED.

1959 Thames Trader 6D 7-ton platform truck, very tidy, £550.

1957 BEDFORD 7-ton drop-side truck, 300 diesel, 8.25 x 20 tyres, excellent condition, low mileage, £450.

1956 B.M.C. 7-ton diesel truck, 2-speed axle, power steering, £295.

1955 BEDFORD A5 5-cu.-yd. tipper, P6 engine, tidy, £250.

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Used Goods Vehicles (contd.)

TOM BYATT (STOKE), LTD.
USED COMMERCIAL SALES DEPARTMENT,
VICTORIA ROAD,
FENTON, STOKE-ON-TRENT.
Phone 48541, ext. 24.

TIPPERS.
1960 7-ton BEDFORD diesel tipper, S-type, 6-cu.-yd. wooden tipper body, 9.00 x 20 tyres all round, very good condition.
1960 7-ton BEDFORD diesel tipper, TK, 6-cu.-yd. wooden tipper body, 9.00 x 20 tyres all round, excellent condition.
1958 7-ton BEDFORD petrol tipper, S-type, rebuilt, 6-cu.-yd. wooden tipper body, 9.00 x 20 tyres, rear and spare used, excellent condition.
1957 6-ton BEDFORD diesel, short-wheelbase tipper, 5-cu.-yd. wooden body, good condition; choice of three.
1957 BEDFORD 7-ton diesel tipper, S-type, 6-cu.-yd. wooden body, very good condition.
1959 Thames Trader diesel tipper, 5-cu.-yd. metal tipper body, good condition.
1959 COMMER T53 tipper, 6-cu.-yd. wooden body, excellent condition.

TRUCKS.
1960 BEDFORD 7-ton diesel S-type long-wheelbase drop-side truck, 9.00 x 20 tyres all round, very good condition.
1960 BEDFORD 7½-ton diesel J-type long-wheelbase drop-side truck, 8.25 x 20 tyres all round, excellent condition.
1959 BEDFORD 7-ton diesel S-type, long-wheelbase drop-side, 9.00 x 20 tyres all round, very good condition.
1958 BEDFORD diesel 6-wheeler, 20-ft. double-drop-side body, Bedford 2-speed axle, 9.00 x 20 tyres all round, excellent condition; choice of two.
1957 BEDFORD 6-ton diesel, S-type, long-wheelbase drop-side truck, 8.25 x 20 tyres all round, very good condition; choice of two.

ARTICULATED VEHICLES.
1958 Diesel 10-ton artic. unit, A model, Scammell coupling, very good condition; choice of two. 939-252

CHARLES CLARK AND SONS
(COMMERCIAL VEHICLES), LTD.,
CHESTER STREET, SHREWSBURY,
Phone 2051.

LISTED below is a selection from our second-hand stock
1961 COMMER 15-cwt. van, nominal mileage, side loading door, wonderful reduction.
1958 (Late) AUSTIN 7-ton long-wheelbase drop-side truck, reconditioned throughout, on good tyres.
1960 AUSTIN Gipsy, nominal mileage, well tired, B.M.C. diesel engine, in immaculate order.
1958 AUSTIN 15-cwt. Omnivan with side loading door, painted green, well tired.
1954 AUSTIN 3-ton long-wheelbase tipper with B.M.C. 3.4-litre diesel engine, well tired, ready for work.

SPECIAL FEATURE.
1959 BEDFORD Utlabake, in immaculate order, black and white, well tired.
1959 BEDFORD Workobus, in excellent order throughout, painted green, bargain price.
1958 BEDFORD long-wheelbase van in green, ready for work.
1957 BEDFORD van in green, come and inspect.
1954 BEDFORD van, owner-driven from new, small mileage, bargain price. 939-217

BURGESS AND GARFIELD, LTD.
FORD DISTRIBUTORS,
YARDLEY AND SHELDON,
BIRMINGHAM.
COMMERCIAL VEHICLE DIVISION.
Phone, Aco 6331 and She 5201.

1959 FORD Trader 7-ton 6D 160-in.-wheelbase truck.
1959 December, FORD Trader 7-ton 6D 108-in.-wheelbase Anthony drop-side tipper.
1957 FORD Thames 3-ton 116-in.-wheelbase truck.
1957 DODGE P6 short-wheelbase tipper, 7 tons, Eaton 2-speed axle.
1959 COMMER 30-cwt. van.
1960 Thames 12-seater, choice of three, express blue, cargo grey and ivory.
1960 Thames 15-cwt. pick-up, green.
1959 Thames 15-cwt. van, choice of three.
1960 A55 pick-up, maroon.
1957 Thames 5-cwt. van.
1954 Thames 5-cwt. van.

NEW VEHICLES
FOR
IMMEDIATE DELIVERY.

FORD Trader 5-ton 6D 152-in.-wheelbase truck.
FORD Trader 7-ton 6D 108-in.-wheelbase Anthony drop-side tipper, 9.00 x 20 tyres.
FORD Trader 7-ton 6D 108-in.-wheelbase Ectro fixed side tipper, 9.00 x 20 tyres. Eaton 2-speed axle.
FORD Trader 5-ton 6D Anthony drop-side tipper, 8.25 x 20 tyres.
LARGE selection of 5-15-cwt. vans, pick-ups and 12-seaters.
ALL other models early delivery. 939-88

A42

Used Goods Vehicles (contd.)

MARSHALLS (CAMBRIDGE), LTD.
OFFER THE FOLLOWING
COMMERCIAL VEHICLES
AT
AIRPORT GARAGE, NEWMARKET ROAD,
CAMBRIDGE.
Phone 56291.

NEW AUSTIN 7-ton long-wheelbase forward-control diesel chassis-cab.
NEW AUSTIN 1-ton forward-control van, petrol or diesel.
NEW AUSTIN 16-18-cwt. Omnivan.
NEW AUSTIN 16-18-cwt. Omnitruck.
NEW AUSTIN 13-seater Omnicoach.
1960 Thames 15-cwt. van, 15,000 miles, £320.
1959 Thames Trader 6D long-wheelbase 7-ton platform truck, good order, £650.
1959 AUSTIN 7-ton long-wheelbase forward-control diesel platform truck, £600.
1957 AUSTIN 1½-ton forward-control diesel van, £225.
1955 AUSTIN 3-ton diesel boxvan, 300 cu. ft., £200.

AT
63 BRIDGE STREET, PETERBOROUGH.
Phone 66011.
1959 BEDFORD Kenibus, beige, fitted heater, taxed, good tyres, £425.
1959 AUSTIN A35 van, green, low mileage, good tyres, £275.
1959 MORRIS Minibus, maroon, £410.
1958 BEDFORD 7-ton drop-side truck, £600.
1953 AUSTIN A40 van, green, good tyres, £120.

AT
120 GOLDINGTON ROAD, BEDFORD.
Phone 68386.
1959 AUSTIN A35 van, £250.
1958 FORD 7-cwt. van, £265.
1958 AUSTIN A55 van, £245.
1957 MORRIS Minor pick-up, £225.
1957 AUSTIN 5-ton long-wheelbase normal-control diesel truck, £420.
1956 Thames 4D 3-ton drop-side truck, £250.
1955 AUSTIN A40 pick-up, £175.
1955 AUSTIN A30 van, £150.
1953 DODGE P6 truck, £175.
1952 Short-wheelbase LAND ROVER, £120.
1939 AUSTIN 8 van, £55. 939-400

A. E. CONNORTON, LTD.
AUTHORIZED FORD AGENTS.

NEW FORD Trader 6D, Baico extension chassis, fitted with 1,500-cu.-ft. Luton body.
1960 COMMER Unipower 6-wheeler, 24-ft. body, air brakes, £1,075.
1960 BEDFORD J-type tipper, 2-speed axle, drop-sided steel body, underfloor ram, very clean, £675.
1960 BEDFORD S-type 5-ton tipper, steel body, Anthony gear, £650.
1960 BEDFORD 7-ton J-type tipper, 2-speed axle, steel body, £650.
1957 ATKINSON SLW 4-wheeler, 20-ft. platform, 2-speed axle, £625.
1956 ATKINSON 6LW 8-wheeler, 24-ft. Duramin platform, double drive, £775.
1955 ATKINSON, SLW, 20-ft. body, Hydrovac brakes, £525.
1956 FODEN, SLW, twin steer, £690.
FODEN 6-wheeler FG, 6LW, double drive, Duramin choice of two, £375 each.
1957 SEDDON long-wheelbase, 9.00 x 20s, £250.
1959 DODGE diesel tipper, £565.
HIRE-PURCHASE arranged.
CONNORTON, 328 Brixton Rd., S.W.9. Brixton 7962. Sanderstead 1777. 939-192

OVER HALL GARAGES, LTD.
VAUXHALL AND BEDFORD DEALERS.

1958 BEDFORD Utlabake.
1960 BEDFORD 15-cwt. long-wheelbase van, one owner, low mileage.
1947 A.E.C. 8-wheeler tipper, double-drive, 20-cu.-yd. body, reconditioned engine and gearbox, brakes recently relined, virtually new tyres, excellent working order, bargain, £799.
NEW, immediate delivery:—
BEDFORD 15-cwt. long-wheelbase builder's truck.
BEDFORD Workobus and Utlabake.
BEDFORD 7-ton, extra-long, 300 diesel engine, 2-speed axle, 9.00 x 20 tyres, Pilot twin-ram end-tipping gear, 20-cu.-yd. alloy body.
BEDFORD 7-ton long-wheelbase tippers, 16-cu.-yd. alloy bodies, 86 engines, excellent working order, good tyres, one August, 1954, £475; one November, 1956, £550.

OVER HALL GARAGES, LTD.
STAINES ROAD, BEDFORD, MIDD.
Ashford 5741. 939-44

Used Goods Vehicles (contd.)

CHARLES CLARK AND SON (COMMERCIAL VEHICLES), LTD.

AUSTIN HOUSE,
CHESTER STREET,
SHREWSBURY.

LISTED BELOW IS A SELECTION FROM OUR SECOND-HAND STOCK:—

1961 COMMER 15-cwt. van, nominal mileage, side loading door, wonderful reduction.
1958 (Late) AUSTIN 7-ton long-wheelbase drop-side truck, reconditioned throughout, on good tyres.
1960 AUSTIN Gipsy, nominal mileage, well tired, B.M.C. diesel engine, in immaculate order.
1954 AUSTIN 3-ton long-wheelbase tipper with B.M.C. 3.4-litre diesel engine, well tired, ready for work.
1958 AUSTIN 15-cwt. Omnivan with side loading door, painted green, well tired.

SPECIAL FEATURE.
1959 BEDFORD Utlabake, in immaculate order, black and white, well tired.
1959 BEDFORD Workobus, in good order throughout, painted green, bargain price.
1958 BEDFORD long-wheelbase van in green.
1957 BEDFORD van in green. Come and inspect. 939-35

HILLS
1957 GUY Warrior 3-deck, 20-ft. cattle truck, container body, 9.00 x 20 tyres, £575.
1959 November, SEDDON 6-wheel 24-ft. flat, Leyland 375 engine, 10.00 x 20 tyres, £1,750.
CONFIDENTIAL H.P. TERMS ARRANGED.

HILLS DIESELS, LTD.
PORT STREET, PICCADILLY, MANCHESTER, 1.
Central 1341. 939-241

FOR YOUR
USED COMMERCIAL
COME TO
DOE BROS. (MOTORS), LTD. of MALDON
ESSEX.

Phone, Maldon (Essex) 535, five lines.
MAIN FORD DEALER.

WE OFFER THE BEST AT THE LOWEST COST.
1958 Trader 7-ton tipper, clean, good condition.
1958 Trader 7-ton tipper, clean, good condition.
1953 BEDFORD 3-ton tipper, good order.
1955 COMMER T53 7-ton truck, good condition.
1955 Thames tipper with Perkins.
1939 BEDFORD 29-seater coach, ideal for private use. 939-174

CHASESIDE MOTOR CO., LTD.
GREAT CAMBRIDGE ROAD,
ENFIELD, MIDDLESEX.
FORD MAIN DEALERS.
Phone, Enfield 3456.

£550. 1958 BEDFORD articulated tractor unit, with Leyland diesel engine, suitable either artic. or pole carrier, in very good order, good tyres.
£500. 1955 COMMER T53 diesel long-wheelbase truck, in very good order, repainted, good tyres. 939-318

W. HAROLD PERRY, LTD.
MAIN FORD DEALERS,
FINCHLEY.

NEW vehicles for immediate delivery.
THAMES 5-7-cwt. vans.
THAMES 10-, 12- and 15-cwt. vans.
THAMES 12-seater.
THAMES Trader County 6 x 4 182 truck, 21-ft. truck body, David Brown 5-speed gearbox, 9.00 x 20 12-ply tyre equipment.
4-TON 152-in. Trader long-frame Luton van, 1,060 cu. ft., ash framed Pymax panels.
1958 Thames 5-cwt. van, very good condition, £210.
1958 Thames 5-cwt. vans, choice of four, from £245.
1959 Thames 5-cwt. van, immaculate, £295.
1961 Thames 6-cwt. van, excellent condition, £275.
1959 Thames 7-cwt. vans, choice of two, £285.
1959 Thames 15-cwt. drop-side truck, £335.
1960 AUSTIN Minivan, 7,000 miles, heater, screen washers, excellent condition, £330.
1960 AUSTIN Minivan, heater, screen washers, excellent condition, £325.
1957 December, COMMER 8-cwt. van, with windows, £210.
1961 COMMER 15-cwt. van, blue, heater, excellent condition, £425.
1959 BEDFORD long-wheelbase Workobus, heater, 2 tone, excellent condition, £365.
USED commercial vehicle department, 297 Ballards Lane, North Finchley, N.12.

HILLSIDE 8888. 939-116

Used Goods Vehicles (contd.)

THE MILLBURN ORGANIZATION. AUTHORIZED DEALERS, COMMERCIAL VEHICLE SPECIALISTS ALBION, LEYLAND, THAMES TRADER. IMMEDIATE DELIVERY.

NEW ALBION RE27AN Reiver chassis and cab, 9.00 trailing axle, Leyland 400 engine, 6-speed gearbox, as above.

NEW ALBION VT19AN (for bulk loads), specifications as above.

NEW Thames Trader 6D 7-ton chassis and cab, 9.00 x 20 tyres, other extras.

1960 AUSTIN B.M.C. 7-ton long-wheelbase, 18 ft. drop-side body, good order.

1959 ALBION Chieftain platform lorry, exceptional condition.

1959 ALBION LEYLAND Super Comet, long-wheelbase platform body, 2-speed axle, 5-speed box, excellent condition.

1958 ALBION FT37CL Chieftain, 6-speed gearbox, only needs steeing.

1958 ALBION Clydesdale, 21-ft. platform body, good condition throughout, including tyres.

1958 BEDFORD, Leyland Comet engine, platform lorry, immaculate condition throughout.

1956 ALBION Reiver, 6-wheel double-drive axle, 21-ft. 6-in. platform body, as new, excellent condition.

1956 October, A.E.C. 9.6 Majestic, Twin Steer, 21-ft. body, air brakes, good order.

1956 AUSTIN B.M.C. 7-ton platform lorry, 2-speed axle, power steering, very clean and fresh.

1955 ALBION FT37CL platform lorry, good order throughout.

1955 LEYLAND Comet 900 hydraulic tipper, alloy fixed-side body, good order.

1955 BEDFORD 10-ton tractor, R6 power unit, Scammell coupling, good.

1953 ALBION Chieftain platform lorry, under 3 tons.

1952 E.R.F. Gardner SLW, 18-ft. platform body, 5-speed gearbox, fitted for trailer work, good order.

1949 MAUDSLAY 8-wheel chassis and cab, A.E.C. 9.6 power unit.

1948 SEDDON, P6 unit, platform lorry.

1948 A.E.C. Matador, 9.6 unit, 18-ft. flat.

A.E.C. 7.7 engines from £50 each. Leyland 7.4, complete with gearbox, from £100 each. Leyland 8.6 engines from £35 each.

WE SOLICIT YOUR INQUIRIES.

MILLBURN MOTORS (PRESTON), LTD.
WALMER BRIDGE, LONGTON,
PRESTON LANCs.
Phone Longton, Lancs, 3255-6, 939-39

HAZLEME MOTOR CO.
(WALTHAM ABBEY), LTD.
WALTHAM ABBEY,
ESSEX.
Waltham Cross 27324.

A New BEDFORD 4-ton normal-control chassis-cab.

A New LEYLAND Super Comet 145C-11R chassis-cab.

NEW BEDFORD 7-ton TK, forward-control, chassis-cab, 350 diesel engine, 5-speed gearbox.

NEW SCAMMELL 12-ton 25-ft. straight-frame semi-trailer platform.

NEW BEDFORD 6-ton, normal control, 120-in. wheelbase, 2-speed axle, 6-cu.-yd. drop-side tipping body, 8.25 x 20 12-ply tyres (choice of two).

1949 SCAMMELL 3-ton mechanical horse, excellent condition with new 3-ton trailer, £325.

1946 BEDFORD 2-ton hand tipper, £125.

1957 BEDFORD 15-cwt. van, £235.

1958 BEDFORD 15-cwt. van, £265. 939-313

WILCH'S GARAGE (STAPLEFORD), LTD.

1959 FODEN 2-stroke, lightweight 8-wheeler, 24-ft. drop-side body, general condition very good. not a large mileage.

WANTED.

BEDFORD 5-ton normal-control long-wheelbase 14-ft. body, petrol engine, 1958-60.

LYLAND Hippo, air brakes, truck or chassis and cab suitable for mounting 10-ton crane, 1955-58.

25 FT. 10-ton 4-in-line trailer, S.A.E. coupling.

LONDON ROAD, STAPLEFORD, CAMBS.
Phone, Sheldford 3017. 939-326

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1956 BEDFORD A-type diesel Scammell unit with 8-ton 18-ft. platform trailer, £275.

1961 July, MORRIS LD05 30-cwt. diesel insulated vans, choice of seven, average mileage 9,500.

1961 June, MORRIS LD05 30-cwt. diesel vans in primer, choice of four, average mileage 14,000.

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LEYLAND CS3-12R chassis and cab.

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1950 DODGE standard drop-side, Perkins P6 engine, well tyred, general condition first class, £275.

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1960 July, DODGE 3145BY medium-wheelbase tipper (14 ft. 6 in.), a clean, owner-driven truck, Leyland engine, Eaton 2-speed axle, well tyred on 9.20 x 20, cab heater, etc., £1,450.

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1960 DODGE 6-cu.-yd. tipper, owner-driven, Perkins engine, Eaton axle, 9.00 x 20 tyres, £1,150.

1959 FORD standard 7-ton, all-metal body, well tyred all round, general condition good, £625.

LEYLAND, August, 1957, medium-wheelbase drop-side tipper, well tyred on 9.00 x 20 and in first-class condition all round, £695.

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1955 ALBION Reiver with 23-ft. light-alloy drop-side body, one owner, £225.

1956 DODGE 105P6 long-wheelbase tipper, choice of two, each £250.

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Dec. 15, 1961—THE COMMERCIAL MOTOR 59
(Supplement)

Used Goods Vehicles (contd.)

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1959 October, 7-ton medium-wheelbase BEDFORD 350 engine steel-body tipper, £550.

1958 December, 7-ton short-wheelbase Thames Trader steel drop-side tipper, £550.

1959 February, Thames Trader artic. unit, fifth-wheel coupling, £500.

1957 November, 5-ton Thames Trader 4D drop-side, £400.

1956 November, 7-ton long-wheelbase LEYLAND Comet 95 wood-body tipper, £450.

1956 April, 5-ton long-wheelbase Thames 4D drop-side, £300.

1955 November, 7-ton long-wheelbase BEDFORD Perkins high-side wood-body tipper, £375.

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NEW AUSTIN J4 10-12-cwt. van, £470.

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NEW 5-cwt. Thames van, in primer, at £389 7s.

1959 Thames Trader 7-ton tippers, 6D, choice of two, £525.

1958 DODGE 103P6 6-ton tippers, 2-speed axle, choice of two, £550.

1958 DODGE 8-ton forward-control, 8-yd. body, Leyland engine, choice of two, £875.

1957 DODGE 103AP6 5-yd. steel-body tippers, 2-speed axle, £425.

1957 DODGE 103AP6, alloy body, 2-speed axle, £425.

1956 DODGE 103AP6 alloy 6-yd. tipper, 9.00 x 20 tyres, £415.

1956 DODGE 6-ton 103AP6 6-yd. tipper, wooden body, reconditioned engine, £395.

1955 Thames 4D platform 3-4-ton, £175.

1955 AUSTIN 5-ton long-wheelbase truck, petrol, platform body, £50.

1950 DODGE diesel boxvan, £200.

MAYDAY RD. Thornton Heath, Croydon, Thornton Heath 3473-4-5. 939-307

ELT BROS., L. TD.

1956 FORDSON Thames 4D diesel 30-cwt. lorry, £200.

1955 FORDSON Thames 4-cylinder petrol 4-ton lorry, £385.

1955 DODGE 5-ton P6 diesel long-wheelbase lorry, all-alloy body, £285.

1958 BEDFORD 12-type petrol 5-ton long-wheelbase lorry, very clean, £425.

1956 DODGE 5-ton diesel tippers, 2-speed axles, choice of several from £200.

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OR with 22-ft. trailer, £1,100.

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1955 BEDFORD diesel 10-ton unit, fifth-wheel coupling and 22-ft. Dyson trailer, £295.

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CHANDLERS MOTORS, LTD., 71 Greenwich South St., London, S.E.10. Gre 2033-4. 939-370

1956 AUSTIN 5-ton diesel platform body, £225.

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1957 COMMERC T53 diesel, 18-ft. platform body, £525.

COMING in shortly:—

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COMMER T53 platform lorries, 18 ft., good tyres, excellent condition, choice of two, 1957, at £550; 1958, at £650.

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LAND ROVER, short wheelbase, petrol, 1955, five new tyres, one owner, £250.

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1959 BEDFORD 7-ton tipper, low mileage, one owner, £675.

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NEW LEYLAND Beaver tractor chassis-cab, with P680 engine and fifth-wheel coupling.

NEW LEYLAND Comet CS3 tipper, Pilot gear and 12-cu.-yd. alloy body.

NEW ALBION Super Reiver Model RE29AN chassis-cab.

NEW ALBION Reiver Model RE27AN chassis-cab.

NEW ALBION Reiver Model RE27AN chassis-cab.

NEW ALBION Chieftain Model CH3AXL chassis-cab.

NEW SCAMMELL 23-ft. 10-ton platform trailer.

NEW BEDFORD TW diesel 4-ton drop-side truck.

1957 October, BEDFORD Luton van, approximately 1,500-cu.-ft. passenger chassis with Leyland engine, in very good condition.

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1960 Trader 30-cwt. 4D drop-side truck with tilt, immaculate, £575.

1960 FORD Trader 7-ton 160-in-wheelbase platform truck, excellent condition throughout, £695.

1958 FORD Trader long-wheelbase fixed-sided tipper, £495.

1957 FORD Thames 4D long-wheelbase drop-side tipper, £195.

1956 BEDFORD S-type P6 tipper, steel fixed-sided body in very good condition mechanically, well tyred, £250.

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Phone, Crawley 25475-6-7.

1960 BEDFORD Workobus, long wheelbase, £400.

1960 AUSTIN 152 van, £295.

1959 BEDFORD Workobus, many extras, one owner, £170.

1959 December, BEDFORD 15-cwt. long-wheelbase van, one owner, £285.

1959 6-ton BEDFORD normal-control short-wheelbase diesel tipper, one owner, very clean vehicle, £645.

1959 FORD 15-cwt. Thames van, £285.

1958 BEDFORD 5-ton forward-control long-wheelbase truck, petrol, £375.

1958 October, FORD 5-cwt. van, £240.

1958 COMMERC 30-cwt. van, diesel, one owner, £200.

1957 5-ton FORD Trader 4D truck, £375.

1957 BEDFORD Workobus, £245.

1957 7-ton DODGE diesel tipper, very good condition, £575.

1948 AUSTIN 2-ton meat van, £150.

1947 AUSTIN meat van, £125.

939-361

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OFFER—

1959, January, BEDFORD Martin Walter Utilibrake, excellent condition, painted blue, £235.

1960, November, COMMERC 15-cwt. T-door van, petrol engine, painted blue, excellent condition, £300.

1961, May, COMMERC 15-cwt. 12-seater light bus, petrol engine, heater, painted green, £650.

1958, November, COMMERC 7-ton Rootes diesel dropside, 9.00 x 20 tyre equipment, excellent condition, £675.

1953, March, KARRIER YORKSHIRE mechanical sweeper collector, good working condition, £50.

1949, June, COMMERC 5-ton platform lorry, petrol engine, painted blue, reconditioned engine recently fitted, tyres good, £75.

1953, August, KARRIER Bantam tractor and articulated platform trailer, good condition, painted blue, £120.

1957, December, August Omnivan, good order, C licence user, painted blue, £90.

1960, June, BEDFORD 10-12-cwt. van, £265.

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AGENTS for Austin, Ford and Standard commercials; a large selection of new and used vans and trucks always in stock.

NEW Fordas Trader 4-ton drop-side truck, 152-in. wheelbase.

NEW AUSTIN 4-ton 404 forward-control chassis-cab, diesel.

NEW AUSTIN 702 forward-control 7-ton chassis-cab, 120-in. wheelbase.

1960, May, AUSTIN 702 diesel with 7-cu.-yd. tipping body, also fitted with 9.00 x 20 tyres, cab heater and flashers, 25,000 miles, £895.

1959 Thames 2-ton van with 4D engine, £425.

1959, December, AUSTIN 7-ton diesel, platform truck, 2-speed axle, power steering and heater.

1959 Thames Trader 7-ton short-wheelbase tipper, metal body and heater.

CRAWLEY 20191 (SIX LINES).

939-411

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1959 STANDARD 15-cwt. van.

1959 BEDFORD 15-cwt. van.

1955 BEDFORD 10-cwt. van.

1959 BEDFORD Workobus.

1960 Workobus.

1959 BEDFORD 15-cwt. Luton van.

1959 BEDFORD 5-ton truck, petrol engine.

1958 5-ton tipper, diesel engine.

1953 5-ton tipper, diesel engine.

1957 MORRIS 5-7-cwt. van.

VIGO MOTORS, Walmer Rd., W.10, Ladbroke 3051, 939-161

SEDDON 1959 (November) 6-wheel 24-ft. flat, Leyland engine, 1960 (August) B.M.C. high-sided coal tipper, £895.

A.E.C. Mercury 8-ton 22-ft. flat, £850.

COMMERC P6 drop-side truck, 14-ton, £285.

Atkinson short-wheelbase tipper, £245.

1958 Bedford 7-ton truck, 300 diesel, 2-speed axle, £495.

1954 Bedford 7-ton R6 chassis and cab, £175.

1958 Bedford 6-ton, 300 diesel, flat, £450.

1958 Bedford 7-ton short-wheelbase tipper, £375.

1956-57 Bedford 7-ton flats from £150.

E.R.P. 7-ton flats, Gardner and A.E.C. engines, cheap to clear, 1954 Ford 4D truck, £195.

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1951 Sentinel 7-ton flat, £450.

1955 (December) Thornycroft 5.6-ton coachbuilt van, £525.

Bedford P6 articulated flat, £195.

Guy Oiler Luton van, 1953, £325.

Bedford Luton vans, diesel, choice of three from £225.

No reasonable offer refused.

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NEW BEDFORD 15-cwt. diesel van.

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1957 COMMERC 7-ton T53 tipper, 9.00 x 20 tyres, £430.

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1958 Trader articulated unit, £495.

1959 Trader 5-ton 4D 152-in-wheelbase truck, £490.

1959 Thames 5-cwt. vans from £250.

1960 Thames 5-cwt. vans from £250.

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15-19 BRIGHTON ROAD,

SOUTH CROYDON,

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 1955 GUY Invinible tipper, 5LW engine.
 1953 VULCAN 7GF tractor unit, P6 engine.
 1958 GUY Warrior medium-wheelbase tipper.
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 1954 BEDFORD 8-type platform, R6 engine.
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- NEW Thames Trader 7½-ton diesel 138-in.-wheelbase chassis-cab, fitted with Edbro twin ram tipping gear and 12-ft. 6-in. all-steel 18-cu.-yd. body, 9.00 x 20 tyres, immediate delivery.
 1960 7-ton Thames Trader diesel 16-ft. 6-in. drop-side body, 9.00 x 20 tyres.
 1959 7-ton AUSTIN diesel, 18-ft. drop-side body, power steering, 9.00 x 20 tyres.
 1959 7-ton FORD Trader diesel 20-ft. platform (orry, 9.00 x 20 tyres, 2-speed axle.
 1958 7-ton BEDFORD diesel, Leyland engine, 17-ft. 6-in. drop-side body, 9.00 x 20 tyres.

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FOR new light vans and heavy commercials. 939-320

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 1959 July, FORD Trader 3-ton 4D diesel tipper, Anthony underbody gear, 11-ft. body, low mileage, good condition, taxed December, £525.
 1956 MORRIS 1958 (November), TS3 long-wheelbase truck, air brakes, overdrive, new 9.00 x 20 Michelin X tyres, gear, £725.
 1953 November 26, BEDFORD 7-ton drop-side truck, taxed to December, 16-ft. body, £55.
 1958 MORRIS JB van, 10-12-cwt., £175.
 1958 BEDFORD CA van, £185.
 1958 BEDFORD Grafton Grosvenor 12-seater, respayed as new, £120.
 1948 5-ton AUSTIN petrol drop-side truck, well shod, taxed to December, £100.
 1960 BEDFORD CAVL long-wheelbase van, red, £345.
 DICKINSON AND ADAMS, Luton 51221. 939-524

MORRIS diesel 5-ton tipping lorries, ex County Council, in good running order, choice of four, bargains, £125 each.

FORD 5-ton tipper, 4D diesel, July, 1956, taxed December, drop-side steel body, good runner, £195.

1952 BEDFORD 2½-ton long-wheelbase drop-side truck, very good condition, taxed and ready for use, £95.

1956 BEDFORD diesel A-type 5-ton tipper, in very good condition, £295.

1953 E.R.F. 7-ton tipper, 4LW Gardner engine, 5-speed gearbox, very good condition, £190.

SOUTH MIDLANDS ENGINEERS, Stratford Rd., Shipston-on-Stour. Phone 624 and 612. 939-78

1955 LEYLAND Octopus, overdrive, platform 25-ft. bar, £785. Dyson 4-wheel 3-ton drawbar tipping trailer, £225. Walker and Son (Hauliers), Ltd., Ollerton Rd. Luford, Newark, Notts. 940-6057

LEYLAND and E.R.F. pole wagon outfits for sale. L Prices and details, apply Williams and Son, Bromyard, Phone 3133, 2171. 940-89170

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 Phone 29281.

- 1958 BEDFORD 5-ton normal-control 300-cu.-in. diesel long-wheelbase chassis and cab, good tyres, ready for immediate use, £395.
 1958 Thames Trader 5-ton long-wheelbase diesel drop-side truck, Eaton 2-speed axle, 8.25 x 20 12-ply tyres, low mileage, excellent in every detail, £430.
 1958 BEDFORD 7-ton long-wheelbase forward-control drop-side truck, 300-cu.-in. diesel, 8.25 x 20 12-ply tyres, one local owner, fit for years of work, £535.
 1957 DODGE 7-ton diesel long-wheelbase twin-ram tipper, wooden body, Eaton 2-speed axle, 9.00 x 20 12-ply tyres, owner-driven from new, immaculate, £525.
 1956 BEDFORD 7-ton long-wheelbase drop-side petrol truck, 9.00 x 20 tyres, Eaton 2-speed axle, £350.
 H.P. Facilities can be offered on all the above vehicles. 939-48

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SHERWOODS GARAGES, LTD.

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1951 A.E.C. coach, 37-seater, good condition, £350.
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1959 AUSTIN Omnicoach, white-green heater,
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1960 BEDFORD Super Vega SB3 petrol 41-seater
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1955 BEDFORD petrol, 8-ft., 36-seater Duple, certi-
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excellent condition, £1,500. Baines Coaches, Phil-
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1958 BEDFORD Workabus, brown, £250. H. Taylor
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1957 BEDFORD SB3 41-seater Duple Super Vega,
fitted radio, microphone, heaters, quarter roof
lights, tubular racks, certificate of fitness 1964, excellent
condition, choice of two, price £2,350.

1956 BEDFORD 41-seater Burlingham Plaxton and
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three only, price from £1,995.

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two excellent vehicles, certificate of fitness 1965,
price £1,695.

1954 BEDFORD 36-seater Duple Plaxton and
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£1,450 to £1,600.

1953 BEDFORD 37-seater plus courier Plaxton, red
moquette, radio, heaters, certificate of fitness
1963, price £1,275.

1951 BEDFORD 33-seater Plaxton, choice of two,
£650.

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Southern Area, phone, Tavistock 2739. 939-250

1950 BEDFORD Vista, heavy-duty motor, Formica
panelling, high-back seats, recently trimmed,
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very smart little coach, certificate of fitness 1963, in really
good order, and well shod, £575. H.P. arranged Central
Coaches, North St., Uppingham, Rutland. Phone 1201.
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1958 BEDFORD diesel Duple 41-seater, exterior
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THESE vehicles must be sold.

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SCOUT SERVICE STATION, North Road Garage,
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1960 BEDFORD diesel Super Vega, red-cream
exterior, red-grey interior, heaters, quarter
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BUSINESS of long standing with office, etc., good
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Phone 59866. 939-201

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hauled and painted to your instructions, £2,600 each.

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axles, certified 1966, £2,000 each.

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PHONE, Brownhills 2525-6-7. 939-216

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DAIMLER double-deck buses, fitted with 5-cylinder
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mechanically perfect, the bodies being in first-class order,
two-year certificate of fitness, ready for service. 939-151

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heater, Formica lining panels, Hydovac
braking, certificate of fitness 1968, immaculate, £3,100
three available. Yellowway Motor Services, Ltd., Weir
St., Rochdale 3101. 939-17

1961 FORD Trader service bus, Duple Willowbrook
body.

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R. COWDELL, 121 Malpas Rd., Newport, Mon.
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1947-48 LEYLAND PD1 low-bridge double-deckers,
all-metal M.C.W. bodies, 53-seaters, just
released public corporation, excellent condition, from
£250 each. Frating Works, Frating, near Colchester,
Essex. Great Bentley 230. 939-6066

1953 LEYLAND Royal Tiger 39-seater Burlingham
coach, certificate of fitness 1964, air brakes,
heaters radio, Hawkey's Tours, Newquay. 940-9086

LEYLAND Royal Tiger coaches, 1951, 39-seater, in very
good condition, price £950 each.

LEYLAND PS1 full-fronted coaches, 32-seater, in good
condition, price £550 each.

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1959 MORRIS Kenex County LD2 14-seater p.s.v.,
small mileage, equal to new.

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1961 TROJAN 13-seater coach, 17,500 miles, £1,100
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NEW REDUCED PRICES.

WE ARE NOW TAKING ORDERS FOR 1962 MODEL
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wireless, heaters, etc., £2,950.

1958 COMMER TS3 41-seater Plaxton, choice of
two, £2,450.

1958 BEDFORD Burlingham 41-seater, immaculate,
£2,450.

1957 COMMER TS3 41-seater Plaxton, wireless,
heaters, £2,050.

1957 BEDFORD Duple 41-seater, wireless, heaters,
certificate of fitness 1964, £2,150.

1956 COMMER TS3, 41-seater Duple body, 2-speed
axle, certificate of fitness 1966, £1,925.

1955 BEDFORD 36-seater Plaxton, 7 ft. 6 in. wide,
certificate of fitness 1965, £1,475.

1954 BEDFORD 36-seater, choice of two, Duple and
Yeates bodies, one at £1,185 and one at £1,450.

1952 BEDFORD 33-seaters, Duple and Plaxton,
choice of two, £775.

1952 A.E.C. Mk. 4, 41-seater Burlingham body, wire-
less, heaters, recently been recertified, £1,175.

1951 LEYLAND Royal Tiger 41-seater Harrington
bodies, choice of two, £875.

1950 LEYLAND Comet, Duple body, certificate of
fitness 1965.

BIRMINGHAM COACH SALES, LTD.

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BIRMINGHAM, 5.
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AFTER HOURS, WOLVERHAMPTON 36833.

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THE JX 20 19-20-SEAT COACH.
LOW PRICE. LOW RUNNING COSTS.
ASK FOR DEMONSTRATION.
WE CAN GIVE IMMEDIATE DELIVERY.
PETROL OR DIESEL.

1960 TROJAN rural bus, fitted heaters, 12,000 miles only, in as new condition, this we can only describe as an absolute bargain, £795.
1958 MORRIS Mini-bus 12-seater P.S.V. in superb order, extras, nominal mileage, £550.
1956 MORRIS Kenes diesel 13-14-seater coach, now being reconditioned and fitted new diesel engine, small operator, £895.
1957 MORRIS Mini-bus, non-P.S.V., engine overhauled, nice condition, £285.
1958 AUSTIN Mini-bus, P.S.V., one owner, nice condition, taxed, heater, bargain, £525.
1961 Thames Seagull 61, 41 diesel, radio, P.A., two heaters, many extras, nominal mileage, unmarked, taxed, £1,350.
1959 July, BEDFORD diesel SBI Vega, 41 heaters, radio, P.A., Formica quarter lights, wheel discs, step mat, specially finished interior, certified July, 1966, £1,075.
1959 BEDFORD Duple 41-seater, full luxury, radio, P.A., in excellent condition, nominal mileage, £2,550.
1951 A.E.C. 33-seater, certificate of fitness, engine very sound throughout, £695.
1952 BEDFORD Super Vega 33-seater, in above average condition, real bargain, £750.
1951 BEDFORD 33-seater Duple, much above average, certificate of fitness 1966, £1,100.
1950 COMMERCIAL Harrington 31-seater, a very attractive vehicle, certificate of fitness 1962, £295.
1950 COMMERCIAL Plaxton 33-seater, full front, extras, another bargain, £1,095.
1949 A.E.C. full-front 35-seater, excellent condition, certificate of fitness 1962, £395.
1952 SENTINEL diesel 37-seater coach, recent chassis overhaul, certificate of fitness 1962, ready for work, £675.
1951 DENNIS diesel, Reading body, full-front 33-seater, another excellent vehicle, certificate June, 1965, 3-speed box, extras, bargain, £550, of fitness

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COACHES AND BUSES.

1952 BEDFORD, full fronted, powered petrol engine, coachwork by Yeates of Loughborough, 35 seats, in clean condition, certificate of fitness to September, 1963, very reasonable price, £575.
1951 LEYLAND PD2-3, powered 9.8-litre oil engines, full-fronted low-bridge double-deckers, 8 ft. wide, coachwork by East Lancashire coachbuilders, enclosed rear platforms, efficient interior heating, choice of four, all certified.
1949 LEYLAND PD2-3, powered 9.8-litre oil engines, low-bridge 53-seaters, half-cab type, coachwork by Brush; choice of five.
1947 LEYLAND PDI, 7.4-litre oil engine, high bridge 56 low-bridge double-deck, coachwork by Massey, just released from service, certified; choice of five from £250 each.
1947 LEYLAND PSI, powered 7.4-litre oil engine, rebodied 1954 by Strachan, full fronted, 33 luxury seats, certified September, 1969, price £125.
1948 LEYLAND PDI-3, powered 7.4-litre oil engine, low-bridge double-deckers, full fronted, 8 ft. wide, coachwork by Burlingham, enclosed platforms, interior heating; choice of three, all certified.

SPARE PARTS.
SECOND-HAND ENGINES.
A.E.C. 7.7. LEYLAND PSI, 7.4.
GARDNER 5LW, GARDNER 4LK.
B.M.C. DIESEL ENGINES.
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OFFER FOR
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NEW FORD Thames 41-seater coaches with bodies by Duple, Burlingham, Harrington and Plaxton.
NEW LEYLAND PD3-2 72-seater front-entrance double-decker bus.
NEW TROJAN 13-seater coach, red moquette and leather.
1961, May, FORD Thames Duple 41-seater de luxe, cream exterior, red interior, Formica panelling, public address, quarter lights, 2-speed axle and modified brakes, mileage 16,900, certificate of fitness 1968, 991 UTC, £1,350.
1960 BEDFORD Burlingham 41-seater, diesel, paint red with ivory roof and side panels, red and cream moquette, TKU 770, £1,250.
1960 BEDFORD Duple 41-seater, petrol, grey paint, red and grey, check moquette, quarter lights, Formica pillars and sides, XGG 980, £1,000.
1960 FORD Thames Duple 41-seater, maroon and cream, red moquette, YUS 773, £1,000.
1959 BEDFORD Duple Super Vega petrol 41-seater, de luxe coachwork, cream exterior, red interior, heater and public address, certificate of fitness 17.6.66, 654 JTD, £2,750.
1959 BEDFORD Duple Super Vega petrol 41-seater, luxury coachwork, cream exterior, red interior, heater and public address, certificate of fitness 18.6.66, 560 JTD, £2,750.
1959 BEDFORD S88 Duple 41-seater with Leyland engine, blue and cream paint, blue moquette, certificate of fitness 1965, TYA 128, £2,750.
1959 BEDFORD Super Vega 41-seater, petrol, 7 ft. 6 in. wide, paint grey, red moquette, £2,750.
1959 FORD Thames Plaxton 41-seater, paint cream, red moquette, quarter lights, reg. No. 4 HLG, £1,850.
1959 FORD Thames Plaxton 41-seater, cream exterior, red interior, quarter lights, certificate of fitness 1966, registered No. 6 HLG, £2,850.
1958 BEDFORD CSN1 Duple 30-seater, service diesel, blue and cream paint, blue moquette, certificate of fitness 1965, two off, SVA 437, SVA 438, each £1,450.
1958 COMMERCIAL TS1 Duple 41-seater, paint red and cream, red moquette, top sliding windows, 608 BDIH, £2,750.
1957 ALBION Aberdonian Plaxton 41-seater, red and cream paint, green moquette, DEK 43, £2,650.
1955 BEDFORD Duple 36-seater, diesel paint red and cream, blue moquette, QSD 241, £1,650.
1955 COMMERCIAL TS1 Beadle 44-45-seater, blue and cream paint, blue moquette, certificate of fitness 1965, HCS 81, £950.
1954 BEDFORD Plaxton 35-seater, petrol, paint cream, red moquette, SUM 662, £1,550.
1951 A.E.C. Mark IV 41-seater Burlingham luxury coach, painted blue, certificate of fitness to 4.9.1966, JGE 420, £850.
LARGE selection of service buses, single and double decker with good certificates of fitness.

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1959 FORD Harrington 41-seater, heaters, etc.
1959 BEDFORD Plaxton 41-seater, heaters, etc.
1958 BEDFORD Plaxton 41-seater, heaters, etc.
1958 BEDFORD Duple 41-seater, heaters, etc.
1956 BEDFORD Burlingham 41-seater, quarter lights, tubular racks, heaters, etc.
1956 BEDFORD Plaxton 41-seater, heaters, etc.
1955 COMMERCIAL TS3 38-seater.
1954 BEDFORD Duple 38-seater, diesel.
1954 A.E.C. Mark IV, 41-seater Plaxton, heaters, etc.
1954 SEDDON, 41-seater Plaxton, heaters, etc.
1951 BEDFORD, 33-seater Plaxton, radio and heaters.
VARIOUS petrol and diesel coaches available for works or contract, some with good certificates of fitness, cheap to clear.

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Used Passenger Vehicles (contd.)

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PRESTON,
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IMMEDIATE DELIVERY.—

NEW 1962 FORD Thames 6D diesel chassis, fitted Duple and Burlingham Gannet luxury 41-seater coachwork.
1961, June, FORD Thames 6D Duple Yeoman 41-seater de luxe, cream exterior, red interior, Formica panelling, public address, 2-speed axle and modified brakes, mileage 13,500, registration number 983 UTC, certificate of fitness 31.3.1968.
1959, June, BEDFORD, petrol, Duple Super Vega 41-seater luxury coachwork, cream exterior, red interior, heater and public address, registration number 560 JTD, certificate of fitness 18.6.1966.
1959, June, BEDFORD, petrol, Duple Super Vega 41-seater de luxe coachwork, cream exterior, red interior, heater and public address, registration number 654 JTD, certificate of fitness 17.6.1966.
1959, June, BEDFORD, petrol, Duple Super Vega 41-seater luxury saloon, cream exterior, red interior, heater, public address, registration number 655 JTD, certificate of fitness 18.6.1966.
1959, April, BEDFORD, petrol, Duple Super Vega 37-seater de luxe coach, Formica panelling K-type moulding, quarter lights, radio and public address, wheel discs, immaculate condition, registration number 521 GVT, certificate of fitness 6.5.1966.
1959, March, BEDFORD, petrol, Yeates luxury 41-seater saloon, cream and blue exterior, red interior, radio, public address, heaters, etc., registration number 698 HTC, certificate of fitness 1966.
1959, July, FORD Thames 6D Plaxton luxury 41-seater coach, cream exterior, red interior, quarter lights, heater, registration number 3 HLG, certificate of fitness 9.7.1966.
1959, July, FORD Thames 6D Plaxton de luxe 41-seater, cream exterior, red interior, quarter lights, registration number 5 HLG, certificate of fitness 15.7.1966.
1959, July, FORD Thames 6D Plaxton 41-seater, cream exterior, red interior, quarter lights, registration number 6 HLG, certificate of fitness 15.7.1966.
1958, COMMERCIAL TS1 diesel Duple de luxe 41-seater, cream and red exterior, red interior, radio, public address, etc., registration number 608 BDIH, certificate of fitness 1965.
1955 BEDFORD, Perkins R6, Duple 36-seater luxury coach, cream and red, good order, registration number GSD 241, certificate of fitness 17.7.1965.
1951 LEYLAND PDI 33-seater full-front 33-seater.
1948 LEYLAND PDI high-bridge 56-seater, M.C.W. coachwork, certificate of fitness 1962. Choice of three.
1948 LEYLAND PSI Burlingham 31-33-seaters, 7.4 engines, certificate of fitness. Choice of six.
1946 LEYLAND PDI with M.C.W. 56-seater coachwork, Choice of six.
1946 A.E.C. Burlingham 36-seater buses, choice of two, certificates of fitness 1963.
1946 A.E.C. 7.7 North Counties 53-seater, low bridge, certificates of fitness 1963.
1946 GUY Arab, Gardner 5LW unit, Eastern Counties 53-seater coachwork, certified.
LEYLAND TD4 and 5 with 1949 Alexander all-metal frame 53-seater low-bridge double-deck buses. Choice of 10.
LEYLAND TS7, 7.4 engines, with 1949 Burlingham 35-seater bus-type bodies.
LEYLAND TS7, fitted 1950 Duple 8-ft.-wide 31-seater bodies.
ALL the above are exceptionally clean and well tried.

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PUBLIC SERVICE VEHICLE SPECIALISTS.

1960 FORD Thames Duple 41-seater, red interior, radio, with heaters, exterior red with black reliefs, £3,200.
1959 BEDFORD (diesel) Harrington Crusader 41-seater, maroon interior with heaters, exterior grey-green and maroon, certified February, 1966, £2,950.
1959 BEDFORD (petrol) Duple Super Vega 41-seater, red-grey interior, with heaters, exterior cream and maroon, certified March, 1966, £2,850.
1958 BEDFORD (petrol) Duple Super Vega 41-seater, red interior with heaters, exterior 2-tone blue, certified March, 1965, £2,650.
1957 BEDFORD Duple Super Vega 41-seater, red-fawn interior, with heater and radio, exterior cream-red, certified April, 1964, note the price, £2,485.
1956 BEDFORD Yeates Riviera 41-seater, red interior with heater, radio and top sliders, exterior cream and red, certified March, 1966, £1,985.
1955 BEDFORD Burlingham Seagull 36-seater, red interior, with radio, heaters, etc., exterior red and cream, certified February, 1965, £1,785.
1955 LEYLAND Comet Duple full-front 36-seater, glass roof quarters, radio, heaters, etc., exterior brown and fawn, certified 1965, £1,885.
1953 FODEN (Gardner) AC 41-seater luxury coach, green-fawn interior, with heater, exterior cream-black, certified April, 1964, £885.
1952 BEDFORD Duple Super Vega 35-seater, luxury seating in blue, heater, exterior repainted cream and red, width 8 ft., certified May, 1962, £1,285.
1951 A.E.C. Mk. IV Burlingham Seagull 39-seater, maroon seating, heating and top sliders, exterior grey and red, engine fully reconditioned by A.E.C., certified June, 1965, £1,285.
1950 A.E.C. Mk. III (7.7) Burlingham full-front 33-seater, red interior, with heater, etc., exterior red and black, certified March, 1964, £685.

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BEFORE YOU BUY.

THE FOLLOWING ARE SOME EXAMPLES OF OUR MOST COMPREHENSIVE STOCK.

A DESCRIPTIVE PRICE LIST GIVING FULL DETAILS WILL BE SENT TO YOU ON REQUEST.

- 1960** BEDFORD Duple 41-seater, diesel, certificate of fitness 1967, black-red-cream.
- 1959** BEDFORD Duple 41-seater, diesel, certificate of fitness 1966, black-red-cream.
- 1958** BEDFORD Duple 41-seater, diesel, certificate of fitness 1965, red-ivory.
- 1958** BEDFORD Duple 41-seater, petrol, certificate of fitness 1965, cream; choice of two.
- 1957** BEDFORD Plaxton 38-seater, petrol, certificate of fitness 1964, ivory-blue.
- 1956** BEDFORD Plaxton 41-seater, petrol, certificate of fitness 1965, cream-blue.
- 1955** BEDFORD Plaxton 36-seater, petrol, certificate of fitness 1965, ivory-blue.
- 1955** BEDFORD Duple 36-seater, R6 diesel, certificate of fitness 1965, black.
- 1955** BEDFORD Duple 36-seater, petrol, certificate of fitness 1965, blue-grey.
- 1954** BEDFORD Duple 36-seater, R6 diesel, certificate of fitness 1964, blue-cream.
- 1954** BEDFORD Duple 36-seater, petrol, certificate of fitness 1964, two-tone blue.
- 1953** BEDFORD Burlingham 35-seater, Leyland diesel, certificate of fitness 1963, cream-blue.
- 1952** BEDFORD Duple 35-seater, petrol, certificate of fitness 1962, maroon-cream.
- 1952** BEDFORD Duple 33-seater, petrol, certificate of fitness 1962, orange-cream.
- 1952** BEDFORD Duple 28-seater, petrol, certificate of fitness 1962, green-cream.
- 1955** COMMER Plaxton 41-seater, diesel, certificate of fitness 1965, maroon-cream.
- 1955** COMMER Duple 41-seater, diesel, certificate of fitness 1965, red-cream.
- 1954** COMMER Plaxton 39-seater, diesel, certificate of fitness 1963, cream-ivory.
- 1950** COMMER Plaxton 33-seater, petrol, certificate of fitness 1963, blue-grey.
- 1955** LEYLAND Duple 36-seater, diesel, certificate of fitness 1965, red-cream.
- 1951** LEYLAND Royal Tiger Windover 38-seater, diesel, certificate of fitness 1964, blue-cream.
- 1950** LEYLAND Harrington 37-seater, diesel, certificate of fitness 1963, blue.
- 1953** A.E.C. Plaxton 35-seater, diesel, certificate of fitness 1963, green-ivory.
- 1951** A.E.C. Yeates 41-seater, diesel, being re-certified, red-grey.
- 1954** SEDDON Duple 41-seater diesel, certificate of fitness 1963, 409-black.
- 1957** AUSTIN 12-seater, petrol, certificate of fitness 1963, red-green.

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- 1952** AUSTIN 30-seater, petrol, certificate of fitness 1962, brown-cream.
- 1951** COMMER Plaxton 33-seater, petrol, un-certified, cream-blue.
- 1948** MAUDSLAY 33-seater, diesel, un-certified, maroon.
- 1947** A.E.C. 35-seater, diesel, certificate of fitness 1962, red-ivory.

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NEW FORD Thames diesel coaches, 1962 model, 41-seater Burlingham Gannet bodies, early delivery, 9.6 33-seater, full front, 1950, certificate of fitness 1964.

A.E.C. 35-seater half-cab, 1947, certificate of fitness 1964.

DENNIS Lancel 35-seater half-cab, 1949, certificate of fitness 1963.

BEDFORD Vistas, 29-seaters, certificates of fitness, choice of three from £300.

REASONABLE offer accepted for any of the above.

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SPECIAL ANNUAL SALE.
SUPER DOUBLE-DECKERS.

GUY double-deckers, fitted 1953 Charles Roe 53-56-seater metallized top deck and Eastern Coachwork all metal thin-wall high-bridge and low-bridge bodies, chrome half sliding windows, etc., with late-series low-mileage 5LW Gardner engines (under 10,000 miles), used by company operating coaches for seasonal use only, some remounted last year, in super mechanical and body condition, certificate of fitness 1963-64-62, price £250-£350.

1950-48 BRISTOL 53-55-seater Metcam and Eastern Coachwork all metal high-bridge and low-bridge bodies, half sliding windows, fitted late-series low-mileage 7.7 A.E.C. 5LW Gardner and Bristol AV 9.8 diesel units, in super mechanical and body condition, certificate of fitness 1965-62, price £375-£450.

1948-46 BRISTOL 56-seater Metcam all-metal bodies, fitted A.E.C. 7.7 diesel units, in super mechanical and body condition, certificate of fitness 1963-65, price £450-£500.

SUPER COACHES AND SERVICE SALOONS.

1953 DAIMLER Freeline Roadmaster, with super fully fronted 35-37-seater Bellhouse Hartwell and Burlingham Seagull bodies, adjustable reclining Continental seating, courier seat, radio, microphone, just repainted blue and cream, certificate of fitness 1964, choice of two, price £1,100.

1952 LEYLAND Beadles, first registered June, 1952 with Beadle all-metal 35-seater Continental full-luxury bodies, special high-backed luxury seating, etc., in immaculate mechanical and body condition, certificate of fitness 1965, just into stock, three only, price £750.

1950-49 A.E.C. Regal Mk. III with 33-seater Plaxton, Duple and Harrington full-luxury coach bodies, in immaculate mechanical and body condition, certificate of fitness end of 1963, price £400-£450.

1948-47 BRISTOLS with Eastern Coachwork and Beadle 31-35-36-seater thin-wall all-metal bodies, fitted low-mileage late-series 5LW Gardner and Bristol AV engines, in immaculate mechanical and body condition, certificate of fitness 1963-61, choice of eight, price £300-£350.

LATE-MODEL A.E.C.s fitted 1954 fully fronted 35-seater Duple luxury coach bodies, no bulkhead, late-series low-mileage A.E.C. 7.7 diesel unit, from large operator in coastal resort, seasonal use only, certificate of fitness, choice of two, price £800.

1952 33-seater BEDFORD Vegas, with fully fronted Duple bodies, no bulkhead, low-mileage petrol engine, from large operator in coastal resort, seasonal use only, certificate of fitness 1962, in process of being re-certified and will receive four- or five-year certificate of fitness, choice of three, price £750.

1955 BEDFORD 21-seater Minibus, in super mechanical and body condition, pointed to customer's colour requirements, choice of two, price £350-£400.

1949 BRISTOLS fitted Duple full-front luxury coach bodies, certificate of fitness 1963 and to end of 1964 with 6LW Gardner diesel units, seasonal use only, choice of 10, price £650-£750.

1949-48 A.E.C. Regals with Harrington 32-seater A.E.C. 7.7 coach bodies, high-backed coach seating, fitted A.E.C. 7.7 unit, certificate of fitness 1963, choice of 15, price £350-£400.

1949 BRISTOLS, fitted Duple full-front full luxury coach bodies, certificate of fitness 1963 to end of 1964, with Gardner 6LW diesel units, seasonal use only, choice of 10, price £650-£750.

LEYLAND Comet engines, 1951-52, complete with 5-speed gearbox and high-speed back axle, choice of two, £175.

GENEROUS PART-EXCHANGE ALLOWANCE.

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CHANGE OF PREMISES SALE.

BRISTOLS 1948, double-decker 56 seats, E.C.W. bodies, 7.7 or A.V.W. engine, certificate of fitness, £200.

BRISTOL 1949, single-decker 35-seater, E.C.W. all-metal body, very clean, £250.

DENNIS 1950, single-decker, Brush body, 06 Dennis engine, exceptionally clean, 2-3 years' certificate of fitness, £175.

LEYLAND PD2 1949, 53-seater, Brush low-bridge 8-ft. body, Leyland engine, certificate of fitness, £500.

LEYLAND PD1 1947, H.B. 56-seater. Roe body, certificate of fitness, £150.

BEDFORD 1949, 30-seater, P6 engine, two years' certificate of fitness, adapted for one-man operation, £225.

OWING to having to move our premises the above vehicles are all offered at reasonable prices, even so, no reasonable offer will be refused.

NORTH'S (P.V.) LTD., Pomfract Rd., Leeds

W. 10, Phone 76809 and 76022.

Dec. 15, 1961—THE COMMERCIAL MOTOR 67
(Supplement)

Used Passenger Vehicles (contd.)

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COACH SHOWROOMS AND SERVICE STATION,
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FARNHAM, SURREY.

Phone, Farnham 4626-7 and 3227, 8 a.m. to 6 p.m.
AFTER 6 P.M., FARNHAM 4481.

WE are now taking orders for 1962 model coaches, delivery from December-January onwards. Duple Plaxton, Burlingham 41-seater bodies on new Bedford petrol- and diesel-engined chassis; 2-speed axle optional also new Bedford 29-seater models.

LET us quote now for your next year's requirements.

IMMEDIATE delivery of the following high-class second-hand coaches—

1959 BEDFORD SB1 diesel, 41-seater Duple, many extras, sun visor, green interior, light-dark green exterior, one owner, certificate of fitness January, 1966, £2,950.

1961 FORD Thames Trader, radio, red interior, grey-pink exterior, heater, glass roof quarters, 41-seater Duple, 2-speed axle, exceptional condition, as new, certificate of fitness January, 1966, £3,650.

1959 BEDFORD Super Vega, petrol, Duple 41-seater, glass roof quarters, heater, £2,975.

1954 DENNIS Falcon chassis, 35-seater Plaxton body, blue interior trim, exterior blue and cream, certificate of fitness 1964, £975.

1959 BEDFORD Super Vega, petrol, Duple 41-seater, many extras, used only on high-class touring work, green interior, grey-green-cream exterior, immaculate, certificate of fitness 1966, £2,950.

1957 BEDFORD, fitted new Bedford 300-cu-in diesel engine Duple 41-seater Super Vega body, red interior, £2,850.

1958 BEDFORD, petrol, 41-seater Duple Super Vega body, red interior, very clean, £2,475.

1957 BEDFORD, petrol, 37-seater, blue interior, blue-grey exterior, one owner only, above average condition, £2,400.

1957 DENNIS Lancel, under-floor engine chassis, 41-ft. Burlingham body blue moquette to seats, exterior blue and cream certificate of fitness 1964, £2,500.

1956 BEDFORD, petrol engine, Duple 41-seater, red interior, one owner, very clean, all touring work only, red-cream exterior, certificate of fitness May, 1966, choice of three from £1,975.

1955 DAIMLER Freeline Duple Elizabethan 41-seater, red interior, maroon exterior, ex-show model, certificate of fitness May, 1965, £2,000.

1954 BEDFORD Yeates 36-seater, red interior, cream-red exterior, one owner, certificate of fitness 1964, £1,650.

1952 DENNIS J10A chassis, full-fronted Strachan body 37-seater, green interior, certificate of fitness 1962, £250.

1951 DENNIS Falcon, 35-seater Plaxton body, 51-hire, 2-speed axle, red interior, £675.

1950 AUSTIN, 32-seater Kenex full-fronted body, red interior, certificate of fitness 1963, £295.

1954 BEDFORD Duple 38-seater, cream-blue exterior, red interior, heater, certificate of fitness July, 1964, choice of three from £1,500.

1959 BEDFORD Duple 41-seater, ivory-green exterior, 800-cu-in diesel engine, heater, certificate of fitness September, 1966, £3,100.

1958 BEDFORD Duple 41-seater, yellow-brown exterior, autumn tint interior, certificate of fitness January, 1965, choice of three, all in excellent condition, £2,975.

1955 A.E.C. Reliance chassis, 41-seater Yeates body, exterior glass roof quarters, interior red moquette, exterior brown and brown, certificate of fitness 1965, £2,500.

WE specialize in speedy cash repairs, all trimming, painting, signwriting, steam cleaning and bodybuilding, can be carried out on our modern premises. We can normally hire you a coach while your vehicle is being repaired. Our representative will be delighted to call on you to discuss your requirements without obligation.

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COACH SPECIALISTS OF THE SOUTH,

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DISPATCH MOTORS.

MAIN FORD DISTRIBUTORS.

YOUR FORD P.V. SPECIALISTS.

1952 BEDFORD 33-seater Duple, 7 ft. 6 in., quarter lights fitted, heater, radio and speech amplification, certificate of fitness 1962, fitted new engine 1960.

1953 BEDFORD 37-seater, fitted with heater, radio and speech amplification, certificate of fitness May, 1963, new engine fitted 1960.

1954 BEDFORD Duple 36-seater, Perkins R6, Formica sides, certificate of fitness 1964.

1959 BEDFORD diesel 41-seater Duple, certificate of fitness 1965, new diesel engine fitted July, 1961, radio and speech amplification, walnut casings.

1960 Thames Burlingham 41-seater, red and cream, new engine conversion just completed, manually operated door gear.

1960 (1961 model) FORD Thames Duple, engine conversion just completed, fitted Hydovac, radio and speech amplification, quarter lights, two heaters, Eaton 2-speed axle.

1961 (1962 model) FORD Thames Duple, new engine conversion fitted, choice of three for immediate delivery at 1961 prices.

1962 BEDFORD, N.S. Falcon chassis, 35-seater, Duple body.

NEW 1962 FORD Thames with Harrington, Plaxton, Duple or Burlingham Garrett bodies. Order now for your own specifications and assured deliveries for 1962.

FOR demonstrations at your own convenience, phone Ralph Gull, Waterloo 4959, 98-120 Southwark Bridge Rd., S.E.1.

939-461

A51

Used Passenger Vehicles (contd.)

BARNARD AND BARNARD, L TD.

310-326 SYDENHAM ROAD,
LONDON, S.E.26.

NOW is the time to be arranging your 1962 programme.

WHY not let us quote you for your new Thames, fitted with Duple Yeoman, Plaxton Embassy and Harrington Cavalier bodies.

NEW Plax on Embassy 41-seater, fitted heaters, radio, etc., interior red and fawn moquette, finished in cream.

1960 BEDFORD Vega SBI (oil engine), fitted with a 5-speed gearbox, 41-seater full luxury Duple body, Formica side panels, heater, interior red moquette, exterior cream and green, in excellent condition throughout, certificate of fitness 1966.

1959 BEDFORD Vega 41-seater, full luxury Duple body, fitted with radio, heater, good, clean condition throughout, certificate of fitness 1966, choice of two.

1958 56-55 COMMER TS3 41-seaters, fitted with Plaxton or Duple bodies, many extras, interiors red moquette, all in good, clean condition throughout, certificates of fitness 1966; choice of seven.

1956 BEDFORD Plaxton 41-seater full luxury body, fitted with heaters, glass roof quarters, lift-up roof vents and many other extras, in immaculate condition throughout, certificate of fitness 1966.

1956 BEDFORD Seagull 36-seater, full luxury Burlingham body, in excellent condition throughout, certificate of fitness 1966.

1956 BEDFORD Super Vega 41-seater, full luxury Duple body, fitted with heaters, Formica side panels, interior red moquette, exterior red and blue, certificate of fitness 1966.

1955 BEDFORD Vega 38-seater, full luxury Duple body, fitted with heater, in good, clean condition throughout, certificate of fitness 1966.

1952 BEDFORD Super Vega 37-seater, full luxury Duple body, fitted heaters, interior red moquette, good, clean condition throughout, certificate of fitness 1962.

1952 A.E.C. 9.6 oil engine, 39-seater full luxury Whitson observation body, fitted with heater, in good, clean condition throughout, certificate of fitness 1962.

1952 BEDFORD Vega 33-seater, full luxury Duple body, fitted with heater, in good, clean condition throughout, certificate of fitness 1964.

1952 COMMER Avenger 33-seater, full luxury Plaxton body, fitted with Eaton 2-speed axle, heater, in good condition throughout, certificate of fitness 1962.

1951 BEDFORD Vega, 7 ft. 6 in. wide, 33-seater full luxury Duple body, fitted with heater, in good, clean condition throughout, now ready for recertification.

1960 AUSTIN Kenex coach, 12-seater, fitted with Perspex quarters, lift-up roof lights, heaters, in good, clean condition throughout, certificate of fitness 1967; choice of two.

SEVERAL coaches suitable for workmen and mobile shops, a very reasonable prices.

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AFTER HOURS, BIGGIN HILL 2330.

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PASSENGER TRANSPORT SPECIALISTS.

SEE SEPARATE ADVERTISEMENT UNDER COMMER.

NEW 1961 BEDFORD diesel, 5-speed box, 41-seater Burlingham coach, immediate delivery, special price to clear.

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BEDFORD SBI diesel 41-seater Duple coaches available January 1, £3,350.

1960 BEDFORD SBI diesel 41-seater Duple and Plaxton coaches, £3,100.

1960 FORD Thames 41-seater Duple coach, radio, heaters, Formica panels, etc., £2,950.

1959 BEDFORD SBI diesel 41-seater Duple coach, blue and cream exterior, new engine fitted, £2,850.

1955 BEDFORD petrol 36-seater Burlingham coach, certified 1965, £1,500.

1954 BEDFORD petrol 36-seater Burlingham coach, certified 1964, £1,200.

1953 BEDFORD petrol 35-seater Burlingham coach, certified 1963, £1,000.

1953 BEDFORD petrol 35-seater Duple coach, certified 1963, £1,000.

1952 DAIMLER Freeline 41-seater Metalcraft coach, being recertified, £1,000.

1951 DAIMLER CVD 37-seater Wilkes and Meade coach, certified 1964, very clean, £575.

1950 BEDFORD petrol 29-seater Duple Vista coach, certified 1965, £675; choice of three.

1950 COMMER Avenger petrol 33-seater coaches, choice of three from £2,000.

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200

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1954 BEDFORD 37-seater Duple full luxury coach, immaculate throughout, £750.

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1952 LEYLAND full-front 35-seater Beadle coaches, certified 1961, immaculate condition throughout, £495 each.

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ALL the above vehicles carry our three months' guarantee and are fitted with good serviceable or new batteries.

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1954 BEDFORD, petrol, 36-seater Burlingham, resprayed cream, retrimmed in maroon, radio and heater, certificate of fitness 1964.

1952 BEDFORD, petrol, 33-seater Duple Vega, roof quarter lights, finished in red and cream, reconditioned engine just fitted, being recertified.

1954 DAIMLER CDB, fitted Burlingham 35-seater full front, finished in blue and white, heaters, certificate of fitness April, 1964, choice of three.

1950 A.E.C. 9.6, Harrington, crash box, 35-seater, radio, heater, finished in cream, certificate of fitness 1964.

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1959 BEDFORD Duple 41-seater, all extras, £2,800.

1955 A.E.C. Reliance Burlingham 37-seater, certified 1965.

1955 BEDFORD Burlingham Seagull 36-seater, radio, heaters, certified 1965, £1,250.

1952 BEDFORD Duple Vega 33-seater, radio, heaters, £825.

1952 DENNIS Lancet, Yeates, full fronted body, 37-seater, certified 1962, very good condition, £600.

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1957 COMMER TS3, fitted latest type engine and 5-speed gearbox six months ago, 41-seater Plaxton coachwork, fitted radio and automatic diesel heaters, wheel discs, extremely good tyres all round, blue interior, blue-grey exterior, in exceptional condition, £2,350.

1956 BEDFORD 41-seater Duple, choice of two, fitted heaters, etc., £1,775.

1956 COMMER TS3 41-seater Duple Super Vega, autumn tint interior, brown exterior, fitted Eaton axle, R and M heater, etc., certificate of fitness 1966, £2,200.

1950 A.E.C. 9.6 33-seater Duple, full front, interior drive, fitted glass quarters, lift up roofs, red interior, grey and red exterior, certificate of fitness 1964, £550.

1951 LEYLAND Royal Tiger, 39-seater Burlingham coachwork, red interior, fitted heater, etc., two shades of blue exterior, certificate of fitness 1965, £1,400.

1950 LEYLAND PS2, 33-seater Burlingham, full fronted, green interior, cream and green exterior, fitted heater, good tyres, certificate of fitness 1964, £575.

1955 A.E.C. Reliance 41-seater Plaxton, red interior, maroon exterior, fitted radio, heaters, wheel discs, etc., certificate of fitness 1964, £2,200.

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1954 BEDFORD 38-seater Duple, certificate of fitness 1964, £1,350.

1955 COMMER TS3 39-seater Duple, certificate of fitness 1965, £1,725.

1956 BEDFORD 41-seater Duple, certificate of fitness 1966, choice of two, £1,750.

1958 BEDFORD SBI diesel 41-seater Duple, certificate of fitness 1965, £2,650.

1960 BEDFORD SBI diesel 41-seater Duple, certificate of fitness 1967, £3,050.

ALL the above vehicles are fitted with heaters and many other extras.

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EVENINGS, COSHAM 70083.

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YEATES now offer, a unique range of coachwork for every possible requirement. Apart from supplying every type of chassis and body, including Duple, Plaxton, Burlingham, etc., we also invite your consideration of the very successful new front-entrance Bedford 41-seater luxury coaches and service buses which are available only from Yeates. Production of these types is strictly limited so we do ask for orders for these very soon if you would require delivery before April next year. We are also pleased to show you details of a very interesting range of coachwork to the new 36 ft. by 8 ft. 2 1/2 in. regulations.

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1951 MAUDSLAY 39-seater coach, certificate of fitness 1963.

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1948 DENNIS Lancet, Yeates 35-seater, certificate of fitness 1962.

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939-111

Used Passenger Vehicles (contd.)

COACHES AND COMPONENTS, L. TD.
456-475 HOLLOWAY ROAD, LONDON, N.7.
Ar. Hwy 2647 (five lines).

- 1960.** April, BEDFORD 41-seater diesel Super Vega, red moquette, exterior grey-pink, registration No. WBY 72, £3,195.
1959. July, BEDFORD diesel 41-seater Super Vega, red-grey moquette, exterior blue, registration No. KDC 888, £2,900.
1959. March, BEDFORD Leyland diesel-engined 41-seater Super Vega, exterior blue-grey, registration No. WLO 688, £3,150.
1959. April, BEDFORD 41-seater Duple Super Vega, grey-green, exterior green-ivory, registration No. UCE 195, £2,850.
1959. April, BEDFORD diesel 41-seater Super Vega, 7 ft. 6 in. wide, red moquette, exterior cream-red, registration No. 444 NNO, £2,950.
1958. May, BEDFORD Duple 41-seater Super Vega, petrol, red moquette, exterior blue-cream, registration No. LUF 728, £2,695.
1957. May, BEDFORD petrol 41-seater Duple Super Vega, red moquette, exterior maroon-cream, registration No. MHM 40, £2,395.
1956. May, Bedford petrol 41-seater Duple Super Vega, red moquette, exterior maroon-cream, registration No. KHV 294, £2,250.
1956. May, BEDFORD 41-seater petrol Burlingham, green moquette, exterior green, registration No. NJU 759, £2,250.
1955. April, BEDFORD petrol 38-seater Duple Super Vega, blue moquette, exterior blue-cream, registration No. 999 CMG, £1,875.
1955. March, BEDFORD petrol 36-seater Duple Super Vega, moquette red, exterior maroon-grey, registration No. TUR 310, £1,750.
1954. April, BEDFORD 38-seater, petrol, red moquette, Super Vega, exterior cream-red, registration No. KNV 1, £1,550.
1953. July, BEDFORD diesel 35-seater Duple Super Vega, red moquette, exterior cream-red, registration No. NXW 970, £1,250.
1951. August, BEDFORD petrol 35-seater, red moquette, Super Vega, exterior red, registration No. MLC 583, £795.
1951. January, MAUDSLAY, A.E.C. 3.7 oil engine, 33-seater Bellhouse Hartwell, blue moquette, exterior ivory-blue, registration No. NBH 910, £295.
1950. February, BEDFORD 29-seater Vista, blue moquette, exterior blue-cream, registration No. SRP 352, £325.
1951. September, BEDFORD petrol 33-seater, red moquette, Super Vega, exterior black-white, registration AEC 779, £850, 940-6097

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HAVE for sale the following good used vehicles:—

- 1961** Thames Duple 41-seater, Formica side casings, heater, discs.
1960 Thames Burlingham, radio, heater, discs, very clean, choice of two.
1960 BEDFORD Burlingham, grey, green, radio, heater, speech amplification, discs.
1959 Thames Plaxton, finished cream, radio, heater, speech amplification, discs.
1955 DAIMLER Freeline Britannia 41-seater, new engine, radio, heaters, discs, certificate of fitness to 1965.
1955 BEDFORD Duple 36-seater, radio, heater, discs, certificate of fitness to 1965.
1953 COMMER 14-seater, grey, green, twin rear wheels, heater.
1952 A.E.C. Mk. 4, choice of two.
1952 LEYLAND Royal Tiger Duple, air brakes, heater, quarter lights.
A LSO selection of Bedford and Commers 33-, 35- and 41-seaters, with certificates of fitness.
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939-158

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- 1949** LEYLAND PSI single-deck service saloons, certificates of fitness 1963, 34 seats, C. H. Roe bodies.
1949 GUY Arab, S. H. Gardner, service saloons, single-deckers, C. H. Roe bodies, certificate of fitness 1962.
1943-45 GUY Arab, 6LW Gardner, double-deckers, Northern Counties bodies, certificates of fitness 1964.
1943-45 DENNIS Lancel, 6LW Gardner, double-deckers, Northern Counties bodies, certificates of fitness 1962-64.

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NEW 1962 model BEDFORD J2 diesel 18-seater Plaxton Embassy.
NEW 1962 model COMMER-KARRIER (14 h.p. petrol) 14-seater Plaxton Embassy.
NEW FORD Trader diesel 41-seater Plaxton Embassy, certified 1968, one available.
1958-57 BEDFORD SB3 petrol 41-seater Duple Super Vega, heaters, choice four.
1958-56 COMMER TS3 (Rosters diesel) 41-seater Duple Super Vega, heaters, choice six.
1957 COMMER TS3 diesel 41-seater Beadle Rochester, certified 1964, heater.
1955 BEDFORD SB3 petrol 41-seater Burlingham Seagull, grey-blue, certified 1966.
1954 GUY Arab (Gardner 6LW) 41-seater Burlingham Seagull, certified 1964.
1954 A.E.C. Reliance (7.75) 41-seater Burlingham Seagull, heater, radio, 2-lane grey.
1953 BEDFORD SB3 petrol 41-seater Duple Vega, Plaxton, Envoy, Yeates, Burlingham and Gurney-Nutting, choice several, all certified.
1952 A.E.C. Mk. IV (9.6-litre) 41-seater Yeates, certified 1962, heater fitted, duo blue.
1952 A.E.C. Regal Mk. IV (9.6-litre) 41-seater Burlingham Seagull, heater, radio, choice two.
1951 LEYLAND Royal Tiger (9.8-litre) 31-seater Burlingham Seagull, cream-red, heater, radio.

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1958. March, BEDFORD saloon bus (20), sliding door, 7 1/2 ft., exterior cream, one owner, certified to December, 1966, £875.
1957 COMMER TS3 Duple (41), red inside, green and grey outside, first-class order, glass quarters, many extras, £2,150.
1954 BEDFORD bus, Duple all-metal (40), Perkins B6, all good tyres, certified 1965, £1,050.
1953 BEDFORD Thurgood (33-37), exterior red and cream, 7 1/2 ft., glass quarters, tubular racks, certified 1963, £1,075.
1952 BEDFORD Vegas (33-35), 7 1/2 ft., certified 1966, £875.
1951 BEDFORD Vista, 29 high-back seats, Formica sides, body overhauled, exterior two greens, certified December, 1965, £575.
DUBLE-DECKER, GUY Arab, 5LW, low-bridge (55), Vynide Dunlop seats, sliding windows, certificate of fitness 31.1.64, £200.
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1952 CROSLLEY 37-seater Strachan body, certificate of fitness 1962, 6600 or near offer.
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1950 LEYLAND P1, full-front body by Burlingham, certificate of fitness 1963.
1955 COMMER diesel 41-seater Duple, certificate of fitness 1965, Duple body.

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1957 A.E.C. Reliance 41-seater Plaxton, red interior, immaculate.
1955 A.E.C. Reliance 41-seater Duple, many extras, immaculate.
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1953 LEYLAND Royal Tiger 41-seater Burlingham body, air brakes.
1953 A.E.C. Mark IV Bellhouse Hartwell body, £1,000.
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1952 LEYLAND Royal Tiger 41-seater, air brakes, choice of six.
1951 LEYLAND Royal Tiger 41-seater Plaxton body, £1,050.
1951 A.E.C. 41-seater Bellhouse Hartwell body, £950.
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1953

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1960 BEDFORD SB1 Plaxton C-type Consort 41-seater with 5-speed gearbox, heaters, wheel discs and public address.
1960 BEDFORD SB1 Plaxton C-type Consort 41-seater with 5-speed gearbox.
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1960 BEDFORD SB3 Duple Super Vega 41-seater with heaters.
1956 (Registered October, 1955) BEDFORD SB3 Duple 41-seater with heaters.
1955 BEDFORD SB3 Duple Super Vega 36-seater with heaters and many extras.
1955 COMMER TS3 Duple 41-seater with Eaton 2-speed axle, heaters, wheel discs and public address.
1955 COMMER TS3 Duple 36-seater with Eaton 2-speed axle, glass quarters and heaters, etc.
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939-220
A53.

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1956 COMMER TS3 41-seater Duple coach, red and grey exterior, red interior, 5-speed gearbox, certificate of fitness 22.5.60, £2,100.

1955 COMMER TS3 41-seater Duple coach, red and grey exterior, maroon and fawn interior, Eaton 2-speed rear axle, certificate of fitness 10.12.64, £1,700.

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1958 BEDFORD 41-seater Burlington, petrol, certificate of fitness 1965.

1948 BRISTOL 33-seater, A.E.C. 7.7 engine, E.C.W. body, certificate of fitness 1964, choice of two.

1950 BRISTOL 33-seater coach, AVW engine, Windover body, certificate of fitness 1965.

1952 SENTINEL 44-seater service bus, 6-cylinder engine, all-metal Yeates body, certificate of fitness 1962.

JORDAN'S MOTOR SERVICES, Bleanavon, Mon. Phone 203. 939-219

Used Passenger Vehicles (contd.)

1951 A.E.C. IV, Windover body, 39-seater, new certificate of fitness for five years, engine overhauled at A.E.C.'s, all new pistons and rings, new fuel pump, new front springs and air brakes, £1,300 or nearest offer.

1951 COMMER, Plaxton 8-ft. body, 33-seater, waiting to be certified, £900 or near offer. Can be seen at any time at—

PARK COACHES, Dormston, Inkberrow, Worcester. Phone, Inkberrow 349. 940-6092

1952 DENNIS Lancet 37-seater Seagull, full front interior drive 6-cylinder diesel, overdrive box, certificate of fitness 1962, clean vehicles, £550.

1950 FORDEN TS, 39-seater, front engine, full front, new Mk. 2 engine recently fitted, certificate of fitness 1963, £275.

R. COMMERCIAL GARAGE & CO. (TRANSPORT), LTD., Commercial Garage, Stockport Rd., Cheadle, Cheshire. Phone, Gaitley 2423. 939-243

ONE 1959 BEDFORD 41-seater Searer Duple coach, Leyland engine.

TWO 1960 FORD Thames 41-seater Duple coaches.

THREE 1961 FORD Thames 41-seater Duple coaches.

TO clear at very attractive prices. Apply: Muirhall Garage, Salsburgh. By Motherwell. Phone, Salsburgh 207. 942-6090

FRONT-ENTRANCE service buses, converted to one-man operation, also general body repairs. Richard Little, Gillibrand St., Walton-le-Dale, near Preston. Phone, Preston 56772. 942-6091

1950 COMMER Avenger 33 plus Courier, Heaver coachwork, good condition, certificate 1964, £175, Austin 26-seater, £125. Any trial, exchange 29-seater. Cunningham, Hemphall 232, Norfolk. 939-9351

NEW PASSENGER VEHICLES

AUSTIN

NEW AUSTIN 152 P.S.V. 12-seater Kenecoch and new Austin J4 12-seater Kenbrake for immediate delivery. Phone, Folkestone 55101. 939-983

COMMER

NEW COMMER diesel 12-seater P.S.V. (with certificate), Marshall conversion, Westminster green, list price, immediate delivery, Coltee and Edwards, Ltd., Nottingham. Phone 46674. 939-101

VOLKSWAGEN

EUROPEAN CARS, LTD. distributors for London and Middlesex. Early delivery Kombi, Microbus, van, pick-up. 129 Old Brompton Rd., S.W.7. Frs 7711. 939-918

UNCLASSIFIED

NEW 41-seater coaches now available from stock, large selection of used passenger vehicles including coaches, single- and double-decker buses. Park Garage (Grays), Ltd., 96 Bridge Rd., Grays, Essex. Grays Thurock 2048, 2838. 939-365

MISCELLANEOUS VEHICLES FOR SALE AND WANTED

ARTICULATED VEHICLES (INCLUDING MECHANICAL HORSES)

CARRIMORE close-coupled articulated 6-wheelers, handsome appearance and ideal weight distribution.

CARRIMORE SIX-WHEELERS, LTD., Carrimore Works, North Finchley, N.12. Hillside 3631-2-3. 939-882

10 12-TON semi-low-loading machinery trailer, Thompson winch, with 1955 Commer R6 unit, 2-speed axle, excellent condition, £360. Stathampton 215 (60x60). 940-9282

1955 FORD Thames 4D, articulated tractor units, with 24-ft. Brockhouse trailers, choice of three, S. W. Wreford and Sons, Ltd., Ransome Rd., Northampton. Phone, Northampton 901. 939-197

NEW 8-, 10- and 12-ton BEDFORD TK model tractors.

NEW Scammell trailers, automatic and fifth-wheel coupling.

USED vehicles, bodywork road tankers, etc.

ESTIMATES and demonstrations.

INQUIRIES to—

E. J. BAKER AND CO. (DORKING), LTD., HIGH STREET, DORKING, SURREY. Phone, Dorking 3822 (five lines). 939-445

1961 Seddon LEYLAND Comet engine, Scammell coupling, with 25-ft. 12-ton Dyson trailer, genuine mileage 14,000, this tractor and trailer are virtually new, £1,600. 4, Curruthers St., Liverpool, 3. Central 2047. 939-260

ALWAYS a large selection of good used articulated vehicles in stock of all types and sizes, tractor units and trailers sold separately if required. Terms and exchanges.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 174. 939-280

L. F. DOVE (C.V.), LTD., AUSTIN AND BROCKHOUSE DISTRIBUTORS. AUSTIN 1959 120-in. prime mover, 2-speed axle, 9.00 x 20 tyres, fifth-wheel coupling, 17-ton G.T.W., 4995. IMMEDIATE delivery AUSTIN prime movers, with 2-speed axle, 7.50 x 20 tyres and Brockhouse automatic interchangeable coupling. IMMEDIATE delivery Brockhouse 6-, 8- and 10-ton trailers, straight and drop frame, with automatic coupling.

L. F. DOVE (C.V.), LTD., 98 Lower Addiscombe Rd., L.Croydon. Addiscombe 3131. 939-317

25 TON Scammell low loader for sale, knock-out rear axle, 19 ft. 6 in., well powered by Gardner GLW 12-cyl engine, recently overhauled, £2,000 o.n.o.

A.C.B. LTD., Moor Lane, Chessington, Surrey. Phone, Elmbridge 2506. 939-322

1961 March, AUSTIN diesel prime mover, fifth-wheel coupling, with Tasker 10-ton 23-ft. drop-frame trailer, low mileage, condition as new, £1,450.

H. SPARSHATT AND SONS, LTD., London Rd., J. Halsea, Portsmouth. Phone, Portsmouth 60361. 939-391

NEW BEDFORD 12-ton tractor chassis and cab and 25-ft. Scammell 12-ton straight-frame flat platform trailer. City Motors, Botley Rd., Oxford 48024. 939-502

BREAKDOWN VEHICLES

UNREGISTERED FORD 4D with H.F. 3-ton crane and ambulance 2,000 miles, as new, £525. Blights, Bideford, N. Devon. Bid. 282. 939-9327

Miscellaneous Vehicles (contd.)

BEDFORD QL 4 x 4, with winch, first class.

MERTON ENGINEERING CO., LTD., Fages Rd., Feltham, Middx. Phone, Feltham 6208, 3045. 939-123

A.E.C. Matador 6 x 6, 7.7 diesel engine, fitted winch, 14.00 x 20 tyres, fully floating axle, type suitable for mobile crane or breakdown vehicle, £750. Apply Frating Works, Frating, near Colchester. Phone, Great Bentley 230. 939-184

ESTATE CARS AND UTILITIES

1954 Vanguard estate, one owner, in excellent condition, £225. Cavendish Motors, Cavendish Rd., N.W.6. Willesden 0046-8. 939-401

EX-W.D. VEHICLES

A.E.C. Albion, Austin, Bedford, F.W.D., Maudslay. Also winch and tipper vehicles. Specialists in 4 x 4 and 6 x 4 drive vehicles. Spares and tyres.

J. H. ROLLASON, Yokesford Hill, Romsey, Hants. Phone, Braishfield 395. 939-816

FOR sale. Vehicles and spares.

MOST types of commercial vehicles, civilian and ex-W.D. being dismantled for spares.

COMMERCIAL vehicles always required for dismantling.

SEND us your offers and requirements.

C. MORGAN AND SON, Waltham Chase, Southampton. Bishop's Waltham 133. 939-868

MORRIS 4 x 4 armoured car in good order, ideal for money security, bargain price, £450. Mains Motors, Ltd., Woodside, Old Henley Rd., Ewelme, Oxon. Phone 62. 939-396

FOR all your spares, ex-W.D. and civilian. Mains Motors, Ltd., Woodside, Old Henley Rd., Ewelme, Oxon. Phone 62. 939-395

LUTON VANS AND PANTECHNICS

LET us quote you for a Freight light-alloy Luton on your chassis, 500 to 2,000 cu. ft.; prices from £350. Two-year guarantee.

FREIGHT ENGINEERING CO., LTD., Cray Rd., Sidcup, Kent. Phone, Footcray 6851. 939-0780

1960 AUSTIN 5-ton forward-control diesel 1,900-cu.-ft. pantechnicon van, fitted with Burton-wood 6-ft. tail lift and roller shutter, fibre-glass roof lights, etc. 1958 Ditto, Ryders Autoservice, 215-217 Knowlsey Rd., Liverpool, 20. Phone, Bootle 2781. 939-33

NEW AND USED LUTONS

WIDE selection in stock from 600 to 1,400 cu. ft., petrol and diesel on Thames, Commer, Trader and Bedford chassis.

FULL details from—

FERRARIS OF CRICKLEWOOD, LTD., 200-220 CRICKLEWOOD BROADWAY, N.W.2. 939-143

OPEN 8.30 A.M. TO 5.30 P.M. MONDAY TO SATURDAY. GLADSTONE 2234-5-6. 939-143

1956 Forward-control B.M.C. diesel Luton-type van, condition as new, twin rear-single side door, floor area 19 ft. 6 in. x 7 ft. 7 in. high, heater, flashers, hand, £275.

COOPER BRIDGE SPARES, Mirfield, Yorks. Phone, Mirfield 3032. 940-6078

AUSTIN 5-ton 1954 1,500-1,600-cu.-ft. Luton van, Perkins 16 engine, 2-speed axle, excellent body, bargain for quick sale, £225 o.n.o.

EASTWOODS COMMERCIAL MOTORS, 27 Aston Rd., North, Birmingham 6. Phone, Ast 3467. 939-85

Miscellaneous Vehicles (contd.)

1960 5-ton B.M.C. Luton furniture van with extended chassis, showroom condition, very low mileage, now surplus to requirements. Offers to Morris of Swansea Furnishers, High St., Swansea. Phone, Swansea 53206. 939-34

1959 Thames Trader Luton van with special detachable body, can be used also as a flat platform vehicle, in good running order, £550, one owner since new.

1960 Thames Trader articulated pantechnicon, full low loading, in excellent running order, £850.

1955 FORD 4D diesel Luton van, 1,250-cu.-ft. body, in running order, £175.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 174. 939-285

BLUEBIRD "Hi-bulk" Lutons, ex stock, Morris J2 440 c.c., £702 10s., unpainted 2-ton FG 5200 diesel, 620 c.c., £1,147, unpainted. Croftons, Bishopsgate 3393. 939-447

BEDFORD Luton vans, alloy bodies, unladen weight 3 tons, integral cabs and feli-laden raves.

TWO 1951 OB, 1,250 cu. ft., £250 each.

TWO 1952 OL, 1,350 cu. ft., £300 each.

TWO 1952 OL, 1,500 cu. ft., £350 each.

FOUR 1953 A, 1,500 cu. ft., £300-£350 each.

ALEXANDRA, Belmont Avenue, London, N.9. Howard 2211. 939-459

TRADER, 1960, 7-ton, 1,250-cu.-ft. alloy Luton body, 9.00 x 20 tyres, radio, heater, flashers, etc., very clean vehicle, £1,000. Phone, Coppermill 4777 or 4713. 939-431

LUTON van, Spurling body, 1,000 c.-ft., £250, available 31st December, 1961. H. Gilbert, 8 Sutherland Rd., Tunbridge Wells 658. 940-9349

SPARSHATT'S offer—

1954 AUSTIN 3-ton petrol 850-cu.-ft. capacity Luton van, £325.

1954 BEDFORD 3-4-ton P6 diesel 1,000-cu.-ft. capacity Luton body and engine good, £300.

1954 DENNIS Pax P6 diesel 5-6-ton all-alloy 1,400-cu.-ft. capacity Luton van, good condition, £500.

1955 FORD Thames 4-ton normal-control 4D chassis-cab with Sparshatt 950-cu.-ft. Luton body built 1960, chassis very good, body as new, £550.

H. SPARSHATT AND SONS, LTD., London Rd., J. Halsea, Portsmouth. Phone, Portsmouth 60361. 939-393

H. A. SAUNDERS, LTD., AUSTIN DISTRIBUTORS.

AUSTIN new 5-ton forward-control diesel chassis-cab, fitted with 1,250 c.c. Luton body.

AUSTIN new 3-ton forward-control chassis-cabs, fitted petrol or diesel engines and complete with 1,075 c.c. Luton bodies, available.

AUSTIN new 10-12-cwt. chassis-cab, fitted with large-capacity Luton body, available.

AUSTIN new 15-18-cwt. chassis, fitted with 400 c.c. Luton body, available.

AUSTIN new 2000 30-cwt. petrol or diesel chassis-cabs, fitted with 600 c.c. Luton bodies, available.

WAYS a large selection of Austin trucks and vans from 5-cwt. to 5 tons.

H. A. SAUNDERS, LTD., 836 HIGH ROAD, FINCHLEY, N.12. Hillside 8822, ext. 22. 939-470

1960 KARRIER Gamecock 4-ton diesel boxvan, 8,000 miles, cost new £1,400, our price £725.

1958 AUSTIN 7-ton diesel insulated boxvan, 2-speed axle, exceptional, £545.

DAWNER MOTORS, LTD., Ewell 2382. 939-509

Luton Vans and Pantechnicons Wanted

WANTED. Three large-capacity diesel Luton furniture vans. Messhams, Walker St., Liverpool, 6. Phone, Anfield 2170. 945-6862

Miscellaneous Vehicles (contd.)

1957-60 Luton vans wanted, 1,000-1,500 cu. ft. A. and L. Vehicle Supply Co., Gravel Lane, Salford. Phone, Manchester 311. 939-23

WANTED, 1956 panthecon, from 700 cu. ft. to 1,500 cu. ft. capacity. The best buyers. Try us night and day. Greenwich 2033. Chandler's Motors, Ltd., 71 Greenwich South St., S.E.10. 939-369

MOBILE SHOPS, CANTEENS, ETC.

NEW and used mobile shops on Ford and Bedford 15-cwt. chassis, for various trades, available. For further particulars, G. C. Smith (Coachworks), Long Wharton, near Loughborough, Leics. Phone, Hathers 291-2. 941-6014

1960 KARRIER Banham long-wheelbase mobile shop, 350 miles only, 1960 Thames Trader Supermarket with deep freezer, 1960 Austin A152, unregistered at reduced price, also 1960 and 1959 used Austin A152 models. Lawton-Goodman, 135 Cricklewood Broadway, N.W.2. Gladstone 2226. 939-60

MORRIS PV and JR canteens with reconstructed coachwork, rear and side service, repainted inside and out, choice of six. Lawton-Goodman, 135 Cricklewood Broadway, N.W.2. Gladstone 2226. 939-59

1960 Show model, COMMERCIAL 15-cwt. Smith mobile shop, virtually unused, fully equipped, 1975. Rawsons (Tunbridge), Ltd., Tunbridge 3289. 939-137

1951 AUSTIN mobile grocery shop, complete with refrigerator, scales, wash basin and all necessary equipment, in first-class order. £225. Terms and exchanges. RUSH GREEN MOTORS, Langley, Hitchin, Herts. 939-283

1956, September, BEDFORD 15 mobile butcher's shop, complete with refrigeration equipment and all fittings, one owner. £275. 939-6029

PETERBOROUGH ENGINEERING CO., LTD., 36 Eye Rd., Peterborough. Phone 66161. 939-331

SHOW VEHICLES FOR HIRE

FOR HIRE FORDSON 4D with display trailer, fitted with generator, refrigerator, etc. Also for hire, display coach. APPLY Haulage, Ltd., West St., Havant, Hants. 939-990

TANK WAGONS

LEYLAND Comet, Albion, Dennis, Dodge, Bedford, Austin 1,500-gal. and 1,200-gal. spirit tankers and large stock of tanks, tankers, tankless articulators and independent tanker trailers, cargo pumps and compressors, all types, list available. Bridge Motors (Commercial), Ltd., Station Garage, Botley, Southampton. Phone, Botley 2143. 222-600

BEDFORD 800-gallon tankers, 2-compartment, £200; 950-gallon OL 4 x 4 with pumping equipment, £280; 2,500-gallon A.E.C. 6 x 6, petrol engine, 650 or 800 with diesel engine, one owner. 939-6029

L. W. VASS, LTD., Amphil, Bedford. Amphil 3255. 222-841

VARLEY tanker pumps, type DH100. Harold Aston, Ltd., Langley, Birmingham. Phone, Broadwell 217-8. 939-6029

ONE Scammell 2,000-gal. trailer tank, four compartments, very clean condition. Harold Aston, Ltd., Langley, Birmingham. 939-6029

1958 A.E.C. 8-wheeled road tanker, 3,600-gal. capacity, single compartment, pressure discharged, mild steel, lagged and coiled. 939-6051

1958 LEYLAND 8-wheeled tanker, 3,600-gal. capacity, twin compartment, pump discharged, mild steel, lagged and coiled, completely reconditioned new engine, automatic lubrication, etc. Phone, Paisley 5283. 939-6051

NEW ALBION Caledonian 3,600-gallon fuel oil tanker, 1958 Leyland 3,600 fuel oil tanker, 1958 Scammell articulated 3,600-gallon fuel oil tanker; 1957 Bedford 2,400 fuel oil spirit tanker. HATTER BROS. Phone, Purfleet 5488. 939-131

950-GALLON Bedford OL 4 x 4, excellent condition. MERTON ENGINEERING CO., LTD., Fages Rd., Feltham, Middx. Phone, Feltham 6208, 3045. 939-122

BEDFORD 1,200-gal. tanker, three compartments 5-4-3, 1949 petrol engine, in excellent condition for age, £250. G. POTTER (FRAMLINGHAM), LTD. Phone, Framlingham 215-6-7-8. 939-165

NEW single compartment 1,500 gallon capacity fuel oil tank with new pump unit, now being mounted on a 1958 Thames Trader, ready in 7 to 10 days, £1,250 complete, unpaired. 939-6029

OK if with Spurtan metering-hose reel unit, £1,785. 1962, Sandstead 1777. 939-191

FERGUSON'S (MOTOR ENGINEERS), LTD., 137 Goldsmith Avenue, Portsmouth 3124. 940-6089

NEW 8-ton Dodge, fitted with Leyland engine and 308-cu.-ft. Banalack Pneumajector bulk-carrying tank with blowing equipment. CENTRAL GARAGE, Barnsley Rd., South Elmsall, Yorks. Phone, South Elmsall 276 (three lines). 939-256

FODEN 6-wheeled double-drive 1850 3-compartment lagged tanker, £575. A. E. CONNOR, 328 Brixton Rd., S.W.9, Brixton 1962, Sandstead 1777. 939-191

1953 LEYLAND Octopus 3,600-gal. spirit tanker with pump, choice of 10. ALBION Scammell 2,000-gal. trailer with pump, 1,500-gal. 4-compartment spirit tankers, choice of four. BEDFORD artic. 2,400-gal., 4-compartment with pump, choice of three. B.M.C. 1,200-gal. fuel oil or spirit tanker. 939-6029

1954 BEDFORD, 1,500-gal., three compartments. 939-6029

1952 DODGE, 1,800-gal.; 4-compartment spirit tank. 939-6029

1950 AUSTIN, Bedford, 1,000 and 1,200-gal. petrol or diesel, with or without pumps, from £150 to £225 each, choice of 90. SEVERAL vehicle and storage tanks from 800 gal. to 4,000 gal. F. A. DOLMAN, 215 North Rd., Southend-on-Sea. Phone 43262. 939-460

Miscellaneous Vehicles (contd.)

SELECTION of new tankers, various models, Isherwoods Garages, Ltd., 110 Buxton Rd., Stockport. Phone 5083. 939-489

TIPPING LORRIES

NEW hydraulic tipper DODGE 7-ton 7-yd. all-metal underbody end-tipper, drop sides, complete in primer. Kin 6136. Globe Auto Service, Ltd., 167 London Rd., Kingston-upon-Thames. 222-839

FODEN 6-wheel 12-yd. tipper, good working order, £475. L. W. Vass, Ltd., Amphil, Bedford. Amphil 3255. 222-974

5-TON bulk tipper on Ford Thames chassis, excellent condition, petrol, 4550. Church Road Motors (Southend-on-Sea), Ltd., Hadleigh, Essex. 939-31

1955 E.R.F. 8-wheeled tipper, 6LW double-drive, bulk body, ready for work. 939-6029

1959 E.R.F. 8-wheeled 6LW bulk tipper, only eight tons unladen weight, fibreglass body (suitable for coal or coke, etc.), automatic greasers, latest cab, low mileage, one owner, good tyres, repainted and ready for work, fully recommended and offered at £3,000 under cost price. RYLAND GARAGE LTD., Ryland St., off Broad St., Birmingham, 15. Edgbaston 4501-2. 939-92

1956 7-ton BEDFORD diesel tipper, 12-yd. aluminium body, very clean, £250. H. Prescott Place, Clapham, S.W.4. May 2264. 939-221

1960 Thames Trader 6-wheeled bulk tipper in first-class order, one owner since new, £950. 939-6029

1960 BEDFORD S-type, 300 engine, 2-speed axle, alloy body, almost as new, £950. 939-6029

1960 DODGE 6-wheeled tipper, 373 Leyland engine, 2-speed axle, power steering, alloy drop-side 18-ft. body, in excellent order, £1,500. 939-6029

1960 Bedford 4-type tipper, Teichost ram, £850. 939-6029

1959 COMMERCIAL 7-wheeled tipper, 18-ton double-ram gear, double-drop-side body, 2-speed axle, air brakes, excellent running order, £450. 939-6029

1960 COMMERCIAL 7-wheeled tipper, double-drop-side body, air brakes, 5-speed gearbox, in excellent running order, £750. 939-6029

1959 B.M.C. diesel medium-wheelbase 7-ton tipper, double-drop-side body, in excellent running order, £650. 939-6029

1958 A.E.C. 8-wheeled bulk tipper, double drive, one owner, in excellent running order, £1,750. 939-6029

1954 A.E.C. 8-wheeled bulk tipper, alloy body, fitted with all new tyres, in excellent running order, £850. 939-6029

ALSO many other good tippers in stock, 4-, 6- and 8-wheelers. Terms and exchanges. RUSH GREEN MOTORS, Langley, Hitchin, Herts. 939-283

1958 7-ton FORD diesel, 18-ton twin ram, 10-ft. drop-side body, reconditioned engine, 5,000 miles, £950. MIDLAND AND WILLS, BEDFORD Main Dealers, Bridgewater. Phone 2639. 939-244

TWO 1960 Dodge 6-wheelers, also two 4-wheelers, for sale. Quorn Commercial Sales, Ltd., Warner Street Garage, Barrow on Soar, Leicestershire. Quorn 2204. 939-455

USED tippers, all types, 4 to 28 yd., Bedford, Thames, Commer, Dodge, 4- and 6-wheelers. Consult us for your requirements. A. Springhall, Ltd., Plumstead Common, S.E.18. Woolwich 5813. 939-435

1960 COMMERCIAL 7-ton 10-cu.-yd. tippers, very good machines, choice of two, at £750 each. 939-6029

1959 COMMERCIAL 6-wheeled bulk tipper, Boys axle, 18-ton, 10-cu.-yd. body, in excellent running order, £450. 939-6029

BEDFORD 6-wheeled tipper, 1960 machine, 8-speed gearbox, 300-cu.-in. engine, 2-speed axle, in very nice condition. 939-6029

FODEN 8-wheeled tippers, 20-cu.-yd. alloy bodies, 2-stroke engines, choice of two, single- and double-drive, automatic steering throughout, ex-charge public concern, maintained in first-class order. Further details from: RANTHAM COMMERCIALS, 97 Barrowby Rd., Grantham, Phone 133. 939-330

1960 DODGE 6-wheel tipper, Thornton and Hunter, 183 Leytonstone Rd., Stratford, London, E.15. Maryland 5077. 939-500

FORD Trader tipper, Hydraulic brakes, as new, £700. Leytonstone 2900. 939-475

1960 FORD Trader 7-ton long-wheelbase 14-cu.-yd. wooden cist body, £745. 939-6029

1960 FORD Trader 7-ton medium-wheelbase drop-side steel body, Hydraulic brakes, 18,000 miles, £875. 939-6029

1959 BEDFORD short-wheelbase diesel 7-ton steel body, £450. 939-6029

1957 BEDFORD short-wheelbase 7-cu.-yd. petrol tippers, immaculate, £150. 939-6029

DAWNER MOTORS, LTD., Ewell By-pass, Surrey. Phone, Ewell 2382. 939-507

1957 BEDFORD 6-ton normal-control long-wheelbase drop-side steel body, 18-ton gear, Bedford diesel, 8.25 x 20, 6225, and new Bedford tippers, 7-ton Teichost drop-side, 7-ton Autolifts, 7-ton Teichost drop-side, City Motors, Botley Rd., Oxford 48024. 939-503

Tipping Lorries Wanted

BEDFORD A-type short-wheelbase and long-wheelbase petrol, also diesel 6H tippers and trucks required in good running condition. Faulkner (Transport), Ltd., Farnham, Hants. Phone, Farnham 4234. 940-6058

WANTED for quarry work, 4-wheeled tipping lorries, must be cheap. Box CM3020, care of "The Commercial Motor". 939-270

TRACTORS

AUTOCAR 7.7 A.E.C. diesel air brakes, first-class, as new, Michelin tyres, 3,000 miles, 4 W.D. S.A.E. ideal site work dumper or heavy low loader, £600. Petrol Autocar, £150, S.A.E. air brakes, Scammell 6-ton petrol, 1953, £100. Bedford Tanker, petrol, 1952, £15, good condition. T. Wardle and Sons, Halton Gate Farm, Astmoor, nr. Kircorn, Phone 2386. 939-16

SCAMMELL tractors (two), 1948, Meadows engines, good tyres, 14,000 x 20, in perfect condition, ex-petroleum company, £850 for the two. Monkton Motors, Ltd., Uxbridge, Middx. Phone 35574. 939-150

Miscellaneous Vehicles (contd.)

SCAMMELL tractor with ballast box and towing hook, 6LW Gardner engine and low-ratio rear axle. SCAMMELL heavy-duty tractor unit, 6LW Gardner, 40 x 8 tyres, modern cab. DAMOND T heavy-duty tractor, Hercules diesel engine, twin-drive axles, power winch. MERTON ENGINEERING CO., LTD., Fages Rd., Feltham, Middx. Phone, Feltham 6208, 3045. 939-122

1960 Thames Trader 6D artic. unit, S.A.E. coupling, in excellent running order, £550. 939-6029

1959 COMMERCIAL artic. unit, S.A.E. coupling, in excellent order, £750. 939-6029

1958 LEYLAND Comet artic. unit, Scammell coupling, in excellent order, £750; another similar unit with S.A.E. coupling, £750. 939-6029

1955 ALBION 20-ton tractor unit, fitted Leyland 680 engine, S.A.E. coupling, air brakes, in first-class order, £600. 939-6029

1957 5-speed box, Scammell coupling, one owner, in first-class order, £350. 939-6029

TRAILERS available if required. RUSH GREEN MOTORS, Langley, Hitchin, Herts. 939-283

1952 LEYLAND Comet, fifth wheel, 2-speed, perfect running order. PIRBRIGHT GARAGE, Pirbright Rd., S.W.18, Vandyke 0188. 939-355

1956 ALBION Chieftain Scammell tractor units, fitted with 3-speed gearboxes, 2-speed hook axles, choice of four, £550 each. F. A. DOLMAN, LTD., 215 North Rd., Southend-on-Sea. Phone 43262. 939-495

TRAILERS

CARRIMORE, A trailer doubles the payload of your lorry and reduces the ton-mile cost proportionately. All models from 3 tons to 50 tons. CARRIMORE SIX-WHEELERS, LTD., Carrimore Works, North Finchley, N.12. Hillside 3631-2-3-4. 222-881

TRAILER Dollis, various size tyres, complete with fifth wheel, from £30 each. L. W. Vass, Ltd., Amphil, Bedford. Amphil 3255. 222-962

JOHN CHARLTON (BOLTON), LTD., commercial vehicles and spares, Bent Street Works, Kearsley, near Manchester. Phone, Farnworth 1884. 939-6029

SCAMMELL trailers, 3-ton, 6-ton, 8-ton. 222-912

E. C. G. TRAILERS, LTD.

HUNDREDS OF RECONDITIONED TRAILERS OF ALL TYPES ALWAYS IN STOCK. NEW TRAILERS, ANY PICK-UP. IMMEDIATE DELIVERY. 940-06163

YOUR SHORT OR DAMAGED TRAILER REBUILT AS NEW. THE STONE WORKS, SILWOOD STREET, S.E.16. 940-06163

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JOHN CHARLTON (BOLTON), LTD. commercial vehicles and spares. Bent Street Works, Kearsley, near Manchester. Phone, Farnworth 1884.

ALBION, A.E.C., Leyland, Dennis, Maudslay, David Brown, Atkinson E.R.F., Moss 4- and 5-speed main and auxiliary boxes always in stock. zzz-936

BEDFORD OL and Austin 4 x 4 transfer boxes, £18 each. Main gearboxes, £10. A.E.C. Matador transfer boxes, £40. Morris-Commercial gearboxes, £12. 10s. L. W. VASS, LTD., Amphil, Bedford. Amphil 3255. zzz-843

AUTOREX (LIVERPOOL), LTD. vehicle dismantlers, Holmes Lane Liverpool 21. Waterloo 2321. zzz-953

GEARBOXES of all types. David Brown 065, 055, 557, Moss, etc.

LANGLEY MILL COMMERCIAL VEHICLES LTD. Langley Mill 2623. zzz-157

BEDFORD S-type reconditioned gearbox, suit Leyland 350, £45. Phone, Goulding Bros., Nailsworth 318, Glos. zzz-95280

Gearboxes Wanted

WANTED. Davy Brown gearboxes, 045 type. Full particulars to John Eastwood and Sons, Ltd., Andersonstown Rd., Belfast, 11. Phone 667667 and 668289. zzz-6085

LIFT-OFF CONTAINERS

ANY size of lift-off container built to order. One only 20-ft. 900-vin. ft. capacity, ex stock.

RICE ENGINEERING CO., LTD., 37 Coldharbour Lane, S.E.5 Brixton 2233. zzz-880

LYTEN freight van, lift-off type, 25 ft. 9 in. x 7 ft. x 8 ft. 6 in. high, built April, 1961, as new.

LYTEN insulated lift-off container van, 19 ft. x 7 ft. 6 in. x 9 ft. high, as new.

POPLAR MOTOR TRANSPORT (LYMM), LTD. Phone, Lymm 1234 (Woodhire). zzz-941

Lift-off Containers Wanted

WANTED, second-hand lift-off insulated container, 18-ft. by 7-ft. 6-in. Details to Box CM395, care of "The Commercial Motor." zzz-9326

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MOBILE work benches, as supplied Air Ministry J Campbell Park, Childwall Valley Rd., Liverpool. zzz-909

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USED UNITS. Whitefield, Burnley (phone 2262). Steel mudguards, most sizes single and twins, also tandems. zzz-675

NEW heavy-gauge rear mudguards, 32 by 6, 34 by 7, 36 by 8, 40 by 8, single or twin, latest pattern. Immediate delivery. Woodfield and Turner, Ltd. Nairn St., Burnley. Phone 3065. zzz-777

A60

Spare Parts and Supplies (contd.)

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HEAVY LEYLAND RECOVERY AND BREAKDOWN VEHICLE WITH SPECIALIZED CREW.

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PHONE DAY ONLY, NUNNEY 364.

(CHANTRY, FROME, SOMERSET.) zzz-840

STAFFORDSHIRE, Newcastle (Staffs) Motor Co., Ltd., Commercial Vehicle Repair Depot, Newcastle Rd., Trent Vale Stoke-on-Trent. Phone 64621-2-3. zzz-975

24-HOUR breakdown service. Moorwell Motors, Ltd., 366 Newport Rd. Phone, Cardiff 34336. zzz-882

FULL NIGHT SERVICE.

MONDAY TO FRIDAY,

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VAUXHALL CARS

and

BEDFORD TRUCKS.

S. SPURLINGS,

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MAIN FORD DEALERS

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BRIXTON, S.W.2.

BRIXTON 6431 (SIX LINES). zzz-312

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JOHN CHARLTON (BOLTON), LTD. commercial vehicles and spares. Bent Street Works, Kearsley, near Manchester. Phone, Farnworth 1884.

RECONDITIONED and serviceable used radiators for all makes of commercial vehicles. zzz-937

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ROAD and storage tanks of all descriptions for disposal. Bridge Motors (Commercial), Ltd., Station Garage, Botley, Southampton. Phone, Botley 2343. zzz-699

ALL types of road vehicle and storage tanks, 800 gal. to 4,000 gal.

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BEECH'S GARAGE (HANLEY), LTD. Leek Rd., Brierley, Stoke-on-Trent. Phone, Stoke-on-Trent 23836 (four lines). zzz-514

Spare Parts and Supplies (contd.)

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MANUFACTURERS and repairers of laminated springs, specialists in heavy-duty and helper springs, speedy repair service. Metropolitan Springs, Ltd., 15 Sulchster Rd., W.10. Ladbroke 4503. zzz-610

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SHUTTERS in wood, steel or aluminium, rapid delivery. Taylor's Shutters, Syston, Leicester. zzz-911

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TRIPLIX supplied and fitted while you wait. 499 Neasden Lane, N.W.10. Dollis Hill 2772. Colmore Rd., S.E.15. New Cross 3856. Rear of 7 Savoy Parade, Enfield 317-0. Guildford Place, High St., Taunton 2993. D. W. Price and Sons, Ltd. zzz-679

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SPEED RECORDERS

RECORDING speedometers completely check vehicle performance and we shall be glad to send details of the range of models we can supply. Easily fitted and will show big saving in fuel, tyre, maintenance, accident costs, etc. Speedograph, Ltd., Warrington Rd., Cowley, Oxford. Phone, Oxford 7811-6-7. zzz-0902

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NEW green waterproof tarpaulins. Garratts, 20 Broomwater West, Teddington Lock 5500. zzz-989

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SERVIS recorders register automatically the exact running and standing times of vehicles.

EVERY minute of every journey is accounted for clearly on a simple lamper-proof chart.

REDUCTION in running costs follows inevitably when you know the journey facts.

VEHICLES can then be scheduled for journeys and maintenance with maximum efficiency.

IT is a good idea to write for descriptive literature to—

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EDBRO B. AND E. TIPPERS, LTD.

BRITAIN'S largest manufacturers of tipping gears and heavy dumper equipment, end- or 3-way tipping gears and bodies in timber or steel, also conversions, hydraulics for farm equipment, etc. Head office and works: Quebec St., Bolton. Phone, Bolton 6221-5. London Depot: 258-264 Goldhawk Rd., W.12. Phone, Shepherd's Bush 6262. zzz-731

SPENBOROUGH tippers, power hydraulic, hand screw and/or 3-way. We manufacture the most comprehensive range; specialists in wood or steel bodies, we can convert your truck into a tipper. Full particulars from Spenborough Eng. Co., Ltd., Heckmondwike, Yorks, or from Messrs. B.B. Sales, Ltd., 88 Clapham Rd., London, S.W.9. zzz-900

PILOT tipping gear spares. Full range of parts always in stock at—
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AUTOREX (LIVERPOOL), LTD. vehicle dismantlers, Holmes Lane, Liverpool, 21. Waterloo 2321. zzz-954

EDBRO gears for Ford Trader, Bedford, TK models, ex stock.

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Spare Parts and Supplies (contd.)

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60 New Pilot and Edrho gears always in stock for immediate delivery, covering tipping requirements from 2 to 15 tons. 24-hour service available.
JOHN HUDSON, Doncaster Rd., Bawtry, Yorks. Phone, Bawtry 362, 456, 457. 939-301

SALES AND SERVICING AGENTS FOR
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REPLACEMENT P.T.9 PUMP UNITS AND RAMS ALWAYS IN STOCK.

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HAINGE ROAD, TIPTON. 939-150
Phone, Tipton 2721.

SPENBOROUGH tipping gear, triple ram, suitable for 19-11 body as new, £5.
GRANTHAM COMMERCIALS, 97 Barrowby Rd., Grantham. Phone 133. 939-341

Tipping Gears Wanted

WANTED, bulk coal body and gear, 12-14 tons. Waltham Cross 22142. 939-430

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STUCK tyres and tubereas leakers completely avoided by fitting with Tyreprim (regd.) anti-adhesive. For covers frozen to untreated rims, apply Coaxite (regd.) penetrant-lubricant. Guaranteed harmless to rubber. From all main factors. 222-864

LORRY and car tyres, good sound second-hand, some as new, every possible size, cheap. London Tyre Stocks (CM), 13a Fowell St., W.11. Park 0401. 222-967

36 X 8, 12-ply, £23 10s.; 14-ply, £25 10s.; 8.25 x 20, civilian tread, 8-ply, £12; 10.50 x 20 remoulds, £11; 7.00 x 16 remoulds, £5. All carriage paid.
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36 X 8, 12-ply, £23 10s.; 14-ply, £25 10s.; 8.25 x 20; 12-ply, £23 14s.; 9.00 x 20, 12-ply, £24 5s.; 14-ply, £25 10s. New tyres, carriage paid, other sizes pro. rata.
THE BRITISH RUBBER CO., Station Buildings, Station Rd., Bedford. Yorks. Phone, Shipley 55427. 222-891

14.00 X 20 wheel assemblies (wheel, tyre, tube), from £12 10s.
NEW 14.00 x 24 20-ply India and Dunlop Power Grip, £95.

NEW 6.00 x 20 Dunlop 16-ply Earthmover, £60.

NEW 18.00 x 24 Goodyear, etc., 16 ply, two shock pads, £85.

NEW 9.00 x 16 Dunlop Track Grip, £12 10s. each.

NEW 6.00 x 16 road tread, £5, Dunlop, Michelin.

NEW 6.00 x 9 fork lift tyres, £5 10s. each.

J. T. LEAVESLEY, LTD., Alrewas, Staffordshire. Phone, Alrewas 354-5-6. 944-6074

Spare Parts and Supplies (contd.)

CLAPTON TYRE SERVICE. Sound part-used tyres, 32 x 6 T.T., 65s.; 32 x 6 H.D., 80s.; 7.50 x 20, 8.25 x 20, 100s.; 36 x 8, 9.00 x 20, 115s.; 10.50 x 20, 135s. Money refunded if tyres not approved. Send cash with order. 106a Crickfield Rd., Clapton, London, E.5. Phone, Amh 7073. 222-875

H. MATTHEWS, LTD., 89-97 Stockwell Rd., S.W.9. Phone, Brixton 2026. (Established 55 years.)
The tyre specialists offer, among many others, the following bargains: Brand new, unused, 14.00 x 20 remoulds, 12.00 x 20 remoulds, as above, 10.15 x 20 remoulds. Write, phone or call with your requirements. 939-669

FREIGHTMASTER TYRE CO. LTD.

OFFER
GUARANTEED NEW REMOULDS.
FREE DELIVERY, KEEN PRICES.
LIMITED NUMBER OF SPECIALS.

14.00 X 20 10 PR, £15 5s.

13.00 X 20 16 PR, £22.

9.00 X 24 14 PR (40 x 8), £14.

8.25 X 20 14 PR, £12.

CASH/CHEQUE with order. Money-back guarantee.

FREIGHTMASTER TYRE CO. LTD., Vega St., Broughton Lane, Salford, 7. Phone, Bla 6121. 841-6076

NEW standard-tread tyres: 7.50 x 16 6-ply, £9, 6.25, 6.50, 6.70 x 16 6-ply, £7; 7.00 x 20 L 10-ply, £13; new Trak Grip-tread tyres, 8.25 x 10 14-ply, £15; 6.00 x 16 6-ply, £5 10s. New remoulds, standard tread, 5.25 x 16, £4; 5.75 x 16, £5. Cheques with orders, please. Tyres dispatched per B.R.S. carriage forward. Trade applied. Cuney and Stewart, Ltd., Alfreton, Derbys. Phone, Lea-brooks 477. 939-18

500 First-class, track grip, remoulds, 9.00 x 20, 10-ply, at £11 each.

500 Track grip, remoulds, 11.00 x 20, 14-ply, at £14 each.

200 Track grip, remoulds, 14.00 x 20, at £25 each; also

100 First-class, second-hand, 14.00 x 20, 18-ply, from £10 to £25 each.

100 Good, second-hand, track grip and standard, 11.00 x 20, at £6 each.

SHEFFIELD TYRESTOCKS, 112 St. Phillips Rd., Sheffield, 3. Phone 21323-4. 940-6081

FOR Sale—6 off new giant aircraft tyres with tubes, size 64 x 22.
3 New aircraft tubes, 32 x 100R-15. A. King and Sons, Ltd., Ber St., Norwich 28541-5. 939-302

TYRES for sale: surplus to export demands. Part-worn tyre bargains all sizes in stock. Example: 7.00 x 20, £6; 7.50 x 20, £7; 9.00 x 20, £9. Cash, cheque, postal order with order. Prices include delivery. We are receiving regular repeat orders from many large concerns all over the country. All goods sent on 14 days' approval against our money-back guarantee whether used or unused. Write or phone for quotation for any sizes not shown.

REF. CM. The Sterling Tyre Co., Ltd., First Avenue, A. Montagu Industrial Estate, Edmonton, London, N.18. Phone, Edmonton 7373. 939-367

MISCELLANEOUS ADVERTISEMENTS

BUSINESS OPPORTUNITIES

IF you are thinking of entering the Ready-mixed Concrete Business you should consult us for we have for sale over 30 good used Truck Mixers of various sizes and used Batching Plants of all sizes. William G. Search, Ltd., Whitehall Rd., Leeds, 12. Phone 639081 (10 lines). 939-6034

BUSINESSES, PREMISES, OFFICES ETC.

METROPOLITAN area, haulage tipping business, limited company, for sale, 17 tons B licences, unladen 4-ton C licence, and Traxcavator; sale as going concern. Box CM389, care of "The Commercial Motor". 940-91115

FOR sale, haulage business, East Midlands area, B licences with generous conditions attached and contract vehicles, to be sold as a limited company. Box CM386, care of "The Commercial Motor". 941-6072

DEVON. Profitable garage and filling station on busy main road, with dwelling house, showroom, 23 acres, 36,000 gal. p.a., freehold, possession, £17,750. Vick and Price, 79 Bouthport St., Barnstaple 4388-9. 939-67

SEE our advert under Miscellaneous for large and small A and B licence businesses. Wilde and Bennett, Ltd.

BOURNEMOUTH. Garage-car sales, petrol, modern corner premises, forecourt, showroom, workshops, four pumps, living accommodation, available floor space 5,000 sq. ft., £14,500 freehold or would separate. Rumney and Rumsey, Bournemouth. 939-336

HAULAGE business, 20 miles north of London, two A licences, 11 tons, artic; two B licences, 5 tons. Box CM398, care of "The Commercial Motor". 939-324

1960 A.E.C. 8-wheeler, general goods. Box CM368, care of "The Commercial Motor". 939-377

LIMITED company, three 8-wheelers, 1959, 23 tons general goods. Box CM369, care of "The Commercial Motor". 939-378

Miscellaneous Advertisements (contd.)

GLoucestershire haulage business for sale, five A licences 26 tons, vehicles almost new, excellent contracts. Box CM391, care of "The Commercial Motor". 939-9344

SMALL B-licence fleet, four vehicles, good radius Essex area. Box CM3913, care of "The Commercial Motor". 939-436

FOR sale, garage and filling station, situated on busy main road two miles from Rotherham, Yorks, large workshop with inspection pit, extra-large lubrication bay fitted with all the latest equipment, all mains services, room for 30-40 lorries, 90 years' lease, gullage 90-100,000 per annum, increasing. Mortgage available to suitable purchaser. Stock at valuation if required. Box CM392, care of "The Commercial Motor". 939-385

METROPOLITAN area, eight tippers, B licences, modern vehicles, for sale, with/without premises. Box CM379, care of "The Commercial Motor". 939-444

MATLOCK, Derby, small wooden garage to let, or would sell, freehold, with half acre building plot (two houses), £5 10s. weekly exclusive. Quorn (Leics) 2204. 939-454

A Licence, two vehicles, 11 tons, Metropolitan area. Box CM347, care of "The Commercial Motor". 939-462

Businesses, Premises, Offices, Etc., Wanted

WANTED A or B licence 2½ to 3 tons Metropolitan area not less than 20 miles radius, condition and age of vehicle is of no importance. 58 Skeena Hill, London, S.W.18. 939-6085

SMALL profit-making haulage business required in Metropolitan area, existing management retained, fullest details to Box CM3524, care of "The Commercial Motor". 939-519

Spare Parts and Supplies (contd.)

Tyres and Tubes Wanted

WANTED tyres of all types and sizes spot cash. H. Matthews, Ltd., 97 Stockwell Rd., London, S.W.9. Brixton 2026. 222-936

FOUR 10.50 x 20 or 11.00 x 20 Trak Grip tyres and tubes. Box CM3910, care of "The Commercial Motor". 940-9345

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BARIMAR for scientific welding repairs under Barimar money-back guarantee. Cracked and broken cylinder blocks and heads, cracked and worn valve seats, smashed crankshafts, broken crankshafts and all other motor and diesel parts, perfectly repaired by Barimar. Speedy delivery and low costs. Barimar House, 22-24 Peterborough Rd., Fulham, London, S.W.6. Renown 2147-8. Night calls. Renown 2148. Grims, Barigumar, Walsgrave, London. Branches at Birmingham, Newcastle upon Tyne and Glasgow also operating at full blast. 222-750

ANGELL AND WILLIAMS (PECKHAM), LTD., the specialists in welding repairs to defective crankcase blocks, heads, gearboxes, etc.
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BEDFORD, Commer, A.E.C., Ford and most others. Also wide-base conversion sets, 20,000 in stock.
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CROSSROADS COMMERCIALS, LTD., Gildersome, near Leeds. Morley 4144-5-6. All makes and sizes in stock. 222-988

JOHN CHARLTON (BOLTON), LTD., commercial vehicles and spares, Bent Street Works, Kearsley, near Manchester. Phone, Farnworth 1884. 939-18

2,000 wheels in stock of all types and sizes, English and American. 222-938

Wheels Wanted

8.25 And 9.00 x 20 8-stud wheels required, 15s. delivered. C. Morgan and Son, Rosehill Garage, Waltham Chase, Southampton. Bishop's Waltham 133. 939-177

WHEELBASE EXTENSIONS

BAICO wheelbase extensions to all popular makes of commercial vehicles, including Austin, Bedford, Commer, Dodge, Ford, Guy, Morris, etc. Baico Patents, Ltd., 327-9 High Rd., Chiswick, London W.4. Chiswick 2286-7. 222-930

CHASSIS DEVELOPMENTS, LTD., Skimpot Industrial Estate, Luton 52371, for Bedford wheelbase extensions and York third-axle conversions. 945-6534

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PERSPEX cut to size and pattern, Denny, Ltd., 13 Netherwood Rd., W.14. She 5152, 1426. 222-657

WINDSCREEN assemblies, half-drops, sliding windows, manufactured alloy brass-steel. Quick frame repairs and reglazing service. British Steel Frame Co., Ltd., 205 Cambridge Heath Rd., London, E.2. Shoreditch 3272-5. 222-823

Miscellaneous Advertisements (contd.)

WANTED, haulage businesses with ordinary A licences and B licences in any part of the country, or alternatively we are prepared to sell your business for a commission as we have numerous clients on our books.

WILDE AND BENNETT, LTD.

HADFIELD,
HYDE, CHESHIRE.
Phone, Glossop 2902-3.
AFTER HOURS 2356 AND 2656. 939-228

STORAGE premises wanted for commercial vehicles, leasehold or freehold, any part of London. Box CM3519, care of "The Commercial Motor". 939-699

FORK-LIFT TRUCKS

MOBILIFT, 1,500-lb.-capacity fork-lifts, single-cylinder air-cooled engines, good working order. £240.
L. W. VASS, LTD., Amphil, Bedford. Amphil 3255. 222-815

COVENTRY Climax forklift trucks, diesel and petrol models, 6 ft.-12 ft. lifts, 2,000 lb. to 6,000 lb. capacity details and photographs available, part-exchanges arranged. Speed Electric, Church St., Basford, Nottingham. Phone 75716. 939-6060

COVENTRY Climax forklift truck jib crane attachments, adjustable boom, unused, £50 (normal price £78), photograph available. Speed Electric, Church St., Basford, Nottingham. Phone 75716. 939-6061

NEALS "Runabout" forklift truck, 14 cwt. capacity, in excellent running order, £200.
USH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 174. 939-519

Miscellaneous Advertisements (contd.)

HAULAGE AND BACK LOADS

WANTED, loads up to 16 tons from Norfolk or South Lincolnshire to Hull and district of within approximately 50 miles, competitive rates for regular traffic. Rix, Foulsham, Norfolk. Phone 348. 939-15

MISCELLANEOUS

TWO Heavy Steel Safes, one 70 in. x 34 in. x 22 in., one 59 in. x 34 in. x 27 in. £40 each. L. W. Vass, Ltd., Amphil, Bedford. Amphil 3255. 222-991

NOTICES

£25 Reward offered for definite information as to whereabouts of either of the following two 7-ton uppers. 1960 Dodge, Registration No. XAX 242. 1960 Thames Trader, Registration No. FT9455. Information to: Rixway Securities, Ltd., 7 Leckwith Rd., Cardiff. Phone 31511. 939-6064

SITUATIONS VACANT

A.M.I.M.I., City and Guilds, A.M.I.Mech.E., etc., on "No pass, no fee" terms. Over 90% successes. For details of exams and courses in all branches of auto., diesel, aero, mechanical engineering, etc., write for 148-page handbook, free. B.I.E.T. (Dept. 725), 29 Abchurch Lane, London, W.8. 222-812

THE services of a qualified Commercial Vehicle Salesman are required by a leading West Country Austin Distributor. Applicants must be capable of operating without undue supervision and be prepared to canvass and develop a territory. Preference will be given to one already experienced in Austin products. Please give brief sales history and salary expected. All replies will be treated with strictest confidence and answered within 14 days. Box CM371, care of "The Commercial Motor". 939-6038

FOREMAN required for bodyshop dealing with commercial-vehicle bodybuilding and repairs; good opportunity for a keen young man with considerable experience to build up and eventually take management; old-established concern. Write in first instance to P. J. Jones and Sons, Ltd., 285-291 Banbury Rd., Oxford. 940-6063

SALES Manager, car and commercial. Vacancy occurs for experienced commercial-vehicle salesman to take position as Sales Manager of multi-franchise dealers organization handling Vauxhall-Bedford, Dodge, Ford. Applicant should not be over 45, with proven sales record, first-class reference, organizing ability and able to handle sales representatives, showroom display, etc., excellent salary for the right man. Write, giving full details, Managing Director, Colonial Motors (Southend), Ltd., Hadleigh, Essex. 940-6059

STORES manager required by Rootes Group Stock Holders, London Head District Territory, good salary and working conditions, applications to be treated in strict confidence. Phone She 3436 for appointment after 6 p.m. 939-61

ROUTINE Maintenance fitter required for 11-Vehicle Fleet, some driving, accommodation available. Full details to Kelly's Removals and Transport, Ltd., 31 Stoke Rd., Guildford, Surrey. 939-26

MOTOR Mechanic, fully experienced and qualified in engine, chassis and body repair and maintenance, is required for our fleet of 20 commercial vehicles and some cars. Applicants must have diesel experience. Apply Personnel Manager, B.X. Plastics, Ltd., Highams Station Ave., Chingford, E.4. 939-27

P.S.V. DRIVER, married with no children, flat R.D., Redditch, Worcs, in writing. 939-30

COUNTY BOROUGH OF OLDHAM.

APPOINTMENT OF MAINTENANCE SUPERINTENDENT PASSENGER TRANSPORT DEPARTMENT.

APPLICATIONS ARE INVITED FROM SUITABLE QUALIFIED AND EXPERIENCED PERSONS FOR THE ABOVE APPOINTMENT ON THE SALARY SCALE A.P.T. IV, £1,140-£1,310.

Applicants should have experience in the maintenance of public service vehicles, control of labour, union agreements and negotiations.

The appointment will be subject to the provisions of the Local Government Superannuation Acts, a satisfactory medical examination and N.J.C. Conditions of Service.

Applications must be made on the official form, obtainable from me upon request and must reach me on or before Saturday, 6th January, 1962.

Canvassing, whether direct or indirect, will be a disqualification, and candidates must declare whether, to their knowledge, they are related to any member of, or the holder of any senior office under, the Town Council.

H. TAYLOR,
General Manager and Engineer,
Passenger Transport Department,
Walkshaw Street,
OLDHAM. 939-36

COMMERCIAL vehicle salesmen.

A Vacancy exists with Austin Commercial vehicle dealers in Llandudno, North Wales, for a virile salesman preferably with B.M.C. history.

HIGH basic salary commission, and pension scheme. Write in first instance to: **MANAGER**, Links Commercial Vehicles, Ltd., Penrhyn Bay, Llandudno. 940-6083

A62

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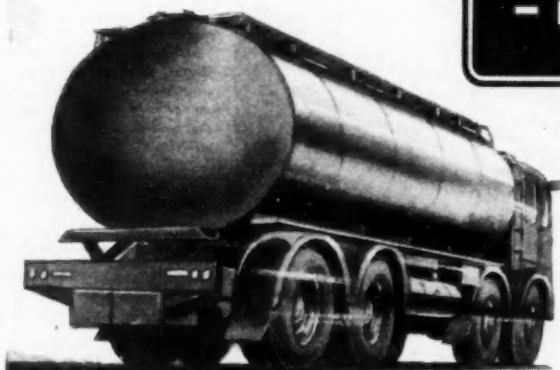
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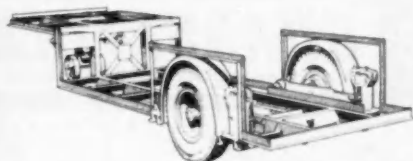
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